

NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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SC Min Alt#2	-	5	RBW	-	335
SC Min Rdr#2	-	10	SMS	-	316
SC Min TO#2	-	17	SPA	-	304
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51J	-	218	UDG	-	146
5J9	-	232	UZA	-	287
6J0	-	278	XNO	-	268
6J2	-	309			
6J4	-	301			
88J	-	46			
AIK	-	34			
AND	-	50			
ARW	-	62			
BBP	-	79			
BNL	-	59			
CAE	-	126			
CDN	-	84			
CEU	-	122			
CHS	-	88			
CKI	-	215			
CQW	-	110			
CRE	-	261			
CUB	-	138			
DCM	-	114			
DLC	-	151			
DYB	-	312			
EOE	-	257			
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GGE	-	170			
GMU	-	173			
GRD	-	190			
GSP	-	194			
GYH	-	182			
HVS	-	204			
HXD	-	209			
HYW	-	141			
JZI	-	104			
LKR	-	221			
LQK	-	280			
LRO	-	246			
LUX	-	230			
MAO	-	238			
MKS	-	242			
MMT	-	154			
MNI	-	235			
MYR	-	250			
NBC	-	65			
OGB	-	271			
PHH	-	57			
PYG	-	276			

SC Mins - Alternates #2	-	5	ST. GEORGE	6J2	-	309
SC Mins - Radar #2	-	10	SUMMERVILLE	DYB	-	312
SC Mins - Take-Off #2	-	17	SUMTER	SMS	-	316
AIKEN	-	34	SUMTER	SSC	-	321
ALLENDALE	-	46	UNION	35A	-	333
ANDERSON	-	50	WALTERBORO	RBW	-	335
ANDREWS	-	57	WINNSBORO	FDW	-	342
BARNWELL	-	59				
BEAUFORT	-	62				
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HARTSVILLE	-	204				
HILTON HEAD ISLAND	-	209				
KINGSTREE	-	215				
LAKE CITY	-	218				
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LAURENS	-	230				
LORIS	-	232				
MANNING	-	235				
MARION	-	238				
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MYRTLE BEACH	-	250				
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NORTH	-	268				
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PICKENS	-	280				
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SPARTANBURG	-	304				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ILS or LOC Rwy 22L¹²
NDB Rwy 22L¹
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, D, 700-2.

ANDERSON, SC

ANDERSON RGNL ILS or LOC Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34¹²
RNAV (GPS) Rwy 16³⁴
RNAV (GPS) Rwy 34³⁵
RADAR-1, 900-2³⁴¹

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2¹. LOC, Category D, 800-2¹.

³NA when local weather not available.

⁴Categories A,B, 900-2; Category C, 900-2¹; Category D, 900-2¹.

⁵Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL RNAV (GPS) Rwy 17
NA when local weather not available.

BEAUFORT, NC

MICHAEL J.
SMITH FIELD LOC Rwy 26
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BEAUFORT, SC

BEAUFORT COUNTY RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-
H E AVENT FIELD.. RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-A

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE
RGNL RNAV (GPS) Rwy 6
NA when local weather not available.
Category D, 800-2¹.

CHARLESTON, SC

CHARLESTON AFB/INTL .. ILS or LOC Rwy 15¹
ILS or LOC/DME Rwy 33¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 33²
VOR/DME or TACAN Rwy 3³
VOR/DME or TACAN Rwy 21³

¹ILS, Category E, 700-2¹. LOC, Category E, 800-2¹.

²Category E, 800-2¹.

³Category E, NA.

CHARLESTON

EXECUTIVE..... ILS or LOC Rwy 9
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

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ALTERNATE MINS

NAME ALTERNATE MINIMUMS
CHARLOTTE, NC
 CHARLOTTE/DOUGLAS
 INTL ILS or LOC Rwy 23
 ILS, Categories A, B, C, D, 700-2.

CHESTER, SC
 CHESTER
 CATAWBA RGNL.. NDB Rwy 35¹
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.
¹Category D, 800-2½.

CLEMSON, SC
 OCONEE COUNTY RGNL.. RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

CLINTON, NC
 CLINTON-
 SAMPSON COUNTY.. RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR/DME-A
 NA when local weather not available.

COLUMBIA, SC
 COLUMBIA
 METROPOLITAN ILS or LOC Rwy 5¹
 ILS or LOC Rwy 11²
 ILS or LOC Rwy 29²
¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C 800-2½; Category D, 800-2½.
²ILS, Categories C, D, 700-2.

CONCORD, NC
 CONCORD RGNL ILS or LOC Rwy 20¹
 RNAV (GPS) Rwy 2²
 RNAV (GPS) Rwy 20²
 Category D, 800-2½.
¹NA when control tower closed.
²NA when local weather not available.

CURRITUCK, NC
 CURRITUCK
 COUNTY RGNL RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR/DME-A
 NA when local weather not available.

DARLINGTON, SC
 DARLINGTON COUNTY
 JETPORT RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR/DME-A
 NA when local weather not available.

M2

NAME ALTERNATE MINIMUMS
EDENTON, NC
 NORTHEASTERN RGNL LOC Rwy 19
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

ELIZABETH CITY, NC
 ELIZABETH CITY
 CG AIR STATION/RGNL . ILS or LOC Rwy 10¹²
 RNAV (GPS) Rwy 10
 NA when local weather not available.
¹ILS, Category D 700-2.
²ILS,LOC,NA when control tower closed.

ELIZABETHTOWN, NC
 CARL L
 BROWN JR FIELD RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 VOR/DME Rwy 15
 NA when local weather not available.

ERWIN, NC
 HARNETT
 RGNL JETPORT LOC/DME Rwy 5
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.

FAYETTEVILLE, NC
 FAYETTEVILLE RGNL/
 GRANNIS FIELD LOC BC Rwy 22¹
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 VOR Rwy 22
 NA when local weather not available.
¹NA when control tower closed.

FLORENCE, SC
 FLORENCE RGNL ILS or LOC Rwy 9¹²
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 27
 VOR or TACAN-A
 NA when local weather not available.
¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.
²NA when control tower closed.

FRANKLIN, NC
 MACON COUNTY RNAV (GPS)-A
 NA when local weather not available.
 Categories A, B, 1600-2; Category C, 1800-3.

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ALTERNATE MINS

NAME ALTERNATE MINIMUMS
GASTONIA, NC
 GASTONIA MUNI RNAV (GPS) Rwy 21
 NA when local weather not available.

GEORGETOWN, SC
 GEORGETOWN
 COUNTY RNAV (GPS) Rwy 23
 NA when local weather not available.
 Category D, 800-2½.

GOLDSBORO, NC
 GOLDSBORO-
 WAYNE MUNI RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR-A
 NA when local weather not available.

GREENSBORO, NC
 PIEDMONT TRIAD INTL... RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 NA when local weather not available.

GREENVILLE, NC
 PITT-GREENVILLE RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 26
 NA when local weather not available.

GREENVILLE, SC
 DONALDSON CENTER ILS or LOC Rwy 5
 NA when local weather not available.
 NA when control tower closed.

GREENVILLE
 DOWNTOWN ILS or LOC Rwy 11²³
 RNAV (GPS) Rwy 1²⁴
 RNAV (GPS) Rwy 10²⁴
 RNAV (GPS) Rwy 19²⁴
 RADAR-1¹⁴

¹NA when control tower closed.
²NA when local weather not available.
³ILS, Category D, 700-2. LOC, Category D,
 800-2½.
⁴Category D, 800-2½.

GREENWOOD, SC
 GREENWOOD
 COUNTY NDB or GPS Rwy 27
 VOR OR GPS Rwy 9
 VOR Rwy 27
 NA when local weather not available.

M3

NAME ALTERNATE MINIMUMS
GREER, SC
 GREENVILLE-SPARTANBURG
 INTL-ROGER MILLIKEN ILS or LOC Rwy 4
 ILS or LOC Rwy 22
 RADAR-1
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 NA when local weather not available.

JACKSONVILLE, NC
 ALBERT J ELLIS ILS or LOC Rwy 5
 RNAV (GPS) Rwy 5
 NA when local weather not available.

JEFFERSON, NC
 ASHE COUNTY LOC Rwy 28
 RNAV (GPS) Rwy 28
 Categories A, B, 1100-2; Category C, 1100-3;
 Category D, 1500-3.
 NA when local weather not available.

KINGSTREE, SC
 WILLIAMSBURG RGNL RNAV (GPS) Rwy 32
 NA when local weather not available.
 Category D, 1000-3.

KINSTON, NC
 KINSTON RGNL JETPORT AT
 STALLINGS FIELD ILS Rwy 5¹²
 RNAV (GPS) Rwy 5³
 RNAV (GPS) Rwy 23³
 VOR Rwy 23¹

¹NA when control tower closed.
²Category D, 700-2.
³NA when local weather not available.

LANCASTER, SC
 LANCASTER COUNTY-
 MC WHIRTER FIELD RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR/DME-A¹

NA when local weather not available.
¹Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2½.

LINCOLNTON, NC
 LINCOLNTON-LINCOLN
 COUNTY RGNL RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.

LOUISBURG, NC
 TRIANGE
 NORTH EXECUTIVE RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR/DME-A
 NA when local weather not available.

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NAME ALTERNATE MINIMUMS
MONROE, NC
 CHARLOTTE-
 MONROE EXECUTIVE RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.

MORGANTON, NC
 FOOTHILLS RGNL RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 NA when local weather not available.

MOUNT AIRY, NC
 MOUNT AIRY/
 SURRY COUNTY RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.
 Category C, 900-2½; Category D, 1000-3.

MOUNT PLEASANT, SC
 MT PLEASANT RGNL-
 FAISON FIELD RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A
 NA when local weather not available.

NEW BERN, NC
 COASTAL CAROLINA
 RGNL RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 VOR Rwy 4
 VOR Rwy 22
 NA when local weather not available.

NEWBERRY, SC
 NEWBERRY COUNTY NDB Rwy 22
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 NA when local weather not available.

NORTH MYRTLE BEACH, SC
 GRAND STRAND ILS or LOC/DME Rwy 23¹
 RNAV (GPS) Rwy 5²
 RNAV (GPS) Rwy 23²
 VOR Rwy 5²
 VOR Rwy 23²
 NA when local weather not available.
¹ILS, Category D, 700-2½. LOC, Category D,
 800-2½.
²Category D, 800-2½.

OAK ISLAND, NC
 CAPE FEAR RGNL JETPORT/HOWIE
 FRANKLIN FIELD RNAV (GPS) Rwy 5
 NA when local weather not available.

M4

NAME ALTERNATE MINIMUMS
ORANGEBURG, SC
 ORANGEBURG MUNI RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 23
 RNAV (GPS) Rwy 35
 NA when local weather not available.
 Category D, 800-2½.

OXFORD, NC
 HENDERSON-OXFORD LOC Rwy 6
 NDB Rwy 6
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 NA when local weather not available.

RALEIGH/DURHAM, NC
 RALEIGH-DURHAM
 INTL ILS or LOC Rwy 5L¹
 ILS or LOC Rwy 5R¹
 ILS or LOC Rwy 23L²
 ILS or LOC Rwy 23R²
 NDB Rwy 23L³
 VOR Rwy 32⁴

¹ILS, Category D, 700-2.

²ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

REIDSVILLE, NC
 ROCKINGHAM COUNTY NC
 SHILOH NDB Rwy 31
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 NA when local weather not available.

ROANOKE RAPIDS, NC
 HALIFAX-NORTHAMPTON
 RGNL RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 VOR/DME Rwy 2
 NA when local weather not available.

ROCK HILL, SC
 ROCK HILL/YORK CO/
 BRYANT FIELD RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.

ROCKINGHAM, NC
 RICHMOND COUNTY NDB Rwy 32
 RNAV (GPS) Rwy 32
 NA when local weather not available.

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WINSTON-SALEM, NC
SMITH REYNOLDS ILS or LOC Rwy 33¹²
RNAV (GPS) Rwy 15³⁴
RNAV (GPS) Rwy 33³⁵
VOR/DME Rwy 15⁵

¹NA when control tower closed.
²ILS, Categories B, C, 700-2, Category D, 800-2½. LOC, Category D, 800-2½.
³NA when local weather not available.
⁴Category D, 800-2½.
⁵Category D, 800-2½.

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV 2165

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	34		AB	2800 /24	660 (700-¼)	C	2800 /60	660 (700-1¼)
			D	2800 -1½	660 (700-1½)			
	16		A	3000 /50	835 (900-1)	B	3000 /60	835 (900-1¼)
			C	3000 -2½	835 (900-2½)	D	3000 -2¼	835 (900-2¼)
CIRCLING			A	3000 -1	835 (900-1)	B	3000 -1¼	835 (900-1¼)
			C	3000 -2½	835 (900-2½)	D	3000 -2¼	835 (900-2¼)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV 10

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	25		ABC	440 -1¼	430 (500-1¼)			
CIRCLING			AB	500 -1¼	490 (500-1¼)	C	500 -1½	490 (500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

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SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N1

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RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10266 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	23 ^{2 5}	3.0°/44/821	ABCDE	116-¾	100	(100-¾)
	5 ^{2 5}	3.0°/38/779	ABCDE	137-¾	100	(100-¾)
	32	3.0°/40/771	ABCDE	275-1	250	(300-1)
	14	3.0°/40/768	ABCDE	282-1	250	(300-1)
PAR W/O GS ¹	23 ^{4 8}		ABCDE	360-¾	344	(400-¾)
	5 ^{4 9}		ABCDE	360-1	323	(400-1)
	14 ⁹		ABCDE	380-1¼	348	(400-1¼)
	32 ⁹		ABCDE	380-1¼	355	(400-1¼)
ASR ⁹	23 ³		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5 ⁷		AB	460-¾	423	(500-¾)
			CD	460-1	423	(500-1)
			E	460-1¼	423	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

¹No-NOTAM MP 1200-2000Z++ Sat. ²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁴When ALS inop,increase vis CAT ABCDE to 1¼ miles. ⁵CAUTION: PAR and VGSI not coincident. ⁶Cross 2 NM from touchdown, 640 min alt. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁸VDA and VGSI not coincident. ⁹Cross 2 NM from touchdown 660 min alt.**BOGUE MCALF (KNJM), NC (10070 USA)**

ELEV 22

RADAR¹ - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	23 ²	3.0°/37/706	ABCDE	271-1	250	(300-1)
ASR	23 ^{2 3}		ABCDE	400-1	379	(400-1)

¹RADAR svc avbl by PPR only, during sked field hrs, etc ATC DSN 582-0697, C252-466-0697 for PPR. ²CAUTION: 20:1 visual area penetrated. Procedure NA at night. ³When ALS inop, increase vis CAT CDE to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L ^{1 3}	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L ³	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R ³	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L ²		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R ⁴		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwy's		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCDE to 1 mile. ³CAUTION: PAR RPI and PAPI RRP are not coincident. ⁴When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV 236

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
	5		AB	700 /24	472 (500-½)	C	700 /40	472 (500-¾)
			D	700 /50	472 (500-1)			
			AB	680 /24	444 (500-½)		C	680 /40 444 (500-¾)
			D	680 /50	444 (500-1)			
	11		AB	720 /24	493 (500-½)	C	720 /40	493 (500-¾)
			D	720 /50	493 (500-1)			
	29		AB	680 /50	467 (500-1)	C	680 /60	467 (500-1¼)
			D	680 -1½	467 (600-1½)			
CIRCLING			AB	740 -1	504 (600-1)	C	840 -1¼	604 (700-1¼)
			D	880 -2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA)

ELEV 193

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ▲ NA

ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
	31		AB	720 -1¼	535 (600-1¼)	C	720 -1½	535 (600-1½)
			D	720 -1¼	535 (600-1¼)			
CIRCLING			NA					

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.

Visibility reduction by helicopters NA. Lost Communications (All Rwy): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV 146

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ▲ NA.

ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
	1		ABC	480 -1	346 (400-1)	D	480 -1¼	346 (400-1¼)
	9*		AB	680 -½	534 (600-½)	C	680 -1	534 (600-1)
			D	680 -1¼	534 (600-1¼)			
			AB	860 -1	717 (800-1)			
	19**		D	860 -2¼	717 (800-2¼)	C	860 -2	717 (800-2)
27		AB	560 -1	421 (500-1)	CD	560 -1¼	421 (500-1¼)	
CIRCLING			AB	640 -1	494 (500-1)	C	640 -1½	494 (500-1½)
		D	740 -2	594 (600-2)				
CIRCLING*			AB	680 -1	534 (600-1)	C	680 -1½	534 (600-1½)
		D	740 -2	594 (600-2)				
CIRCLING**			AB	860 -1	714 (800-1)	C	860 -2	714 (800-2)
		D	860 -2¼	714 (800-2¼)				

When approach control closed, ASR NA.

LOST COMMUNICATIONS: As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA)

ELEV 1048

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	1		ABC	1480-1½	465 (500-1½)	D	1480-1½	465 (500-1½)
CIRCLING			AB	1620-1½	572 (600-1½)	C	1620-1½	572 (600-1½)
			D	1740-2½	692 (700-2½)			

Alternate minimums: Standard, except CAT D 800-2½, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA)

ELEV 964

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	22		ABC	1340/40	376 (400-¾)	D	1340/50	376 (400-1)
	4		ABC	1420/40	471 (500-¾)	D	1420/50	471 (500-1)
CIRCLING			AB	1420-1½	456 (500-1½)	C	1420-1½	456 (500-1½)
			D	1520-2	556 (600-2)			

When APP CON closed, ASR NA.

For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 10266 USAF)

ELEV 254

RADAR^{1,2} 125.4 285.4 143.55 379.5 281.525x 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ³	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR ⁴	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1½	628	(700-1½)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

¹If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/NAVAID/approach procedure. ²Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. ³When ALS inop, increase RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINIS

RADAR INSTRUMENT APPROACH MINIMUMS

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA)

ELEV 19

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	4		ABC	400 -1	383 (400-1)	D	400 -1½	383 (400-1½)
	22		AB	540 -1	525 (600-1)	C	540 -1½	525 (600-1½)
			D	540 -1¼	525 (600-1¼)			
CIRCLING			AB	560 -1	541 (600-1)	C	560 -1½	541 (600-1½)
			D	580 -2	561 (600-2)			

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875

ELEV 26

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	1 ¹	3.0°/45/877	ABCD	124-¾	100	(100-¾)
	5 ¹	3.0°/35/646	ABCD	126-¾	100	(100-¾)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5 ²		ABCD	400-1	374	(400-1)
	1 ²		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5 ³		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile. ²When ALS inop, increase vis CAT ABCD to 1¼ miles.³When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 10154 USA) **ELEV 244**
RADAR¹ - (E) 120.8 124.2 257.65 284.675 



	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	27	3.0°/36/628	ABC	428-¾	357	(200-¾)
			D	NA	NA	NA
PAR	27		AB	640-1	412	(500-1)
W/O GS			C	640-1¼	412	(500-1¼)
			D	NA	NA	NA
CIR			AB	780-1	536	(600-1)
			C	780-1½	536	(600-1½)
			D	NA	NA	NA
RADAR-2						
PAR	9	3.9°/33/487	COPTER	491-½	250	(300-½)

¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC WILMINGTON INTL

Amdt. 6C, JUN 3, 2010 (FAA)

ELEV 32

RADAR- 118.25 135.75 284.65 317.425  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	17		ABC	460-1¼	428	(500-1¼)		D	460-1¼	428	(500-1¼)
	24		ABC	460-1¼	433	(500-1¼)		D	460-1¼	433	(500-1¼)
	6		ABC	480-1¼	451	(500-1¼)		D	480-1¼	451	(500-1¼)
	35		AB	540/40	509	(600-¾)		CD	540/50	509	(600-1)
CIRCLING			AB	540-1¼	508	(600-1¼)		C	540-1¼	508	(600-1¼)
			D	640-2	608	(700-2)					

When control tower closed procedure not authorized.

21 OCT 2010 to 18 NOV 2010

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N7

INSTRUMENT APPROACH PROCEDURE CHARTS
IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7**, terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

NAME TAKE-OFF MINIMUMS

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25**, tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L, 22R**, NA-VFR runway. **Rwy 4R**, 300-1¼ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R**, trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L**, multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ALLEDALE, SC

ALLEDALE COUNTY (88J)
ORIG 10042 (FAA)

NOTE: **Rwy 17**, trees beginning 103' from DER, 52' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway beginning 286' from DER, 174' left of centerline, up to 15' AGL/174' MSL. Trees beginning 416' from DER, 355' right of centerline, up to 100' AGL/239' MSL. **Rwy 35**, trees beginning 10' from DER, 437' right of centerline, up to 100' AGL/269' MSL. Trees beginning 52' from DER, 503' left of centerline, up to 100' AGL/269' MSL. Trees beginning 780' from DER, 308' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2557' from DER, 117' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5**, multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89' AGL/878' MSL. **Rwy 17**, multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23**, transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35**, multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)
AMDT 1A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3. DEPARTURE PROCEDURE: **Rwys 8, 26**, procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 400-1. DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 500 before turning left. NOTE: **Rwy 18**, tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36**, tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85' MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 230' per NM to 1200. **Rwy 21**, 400-2 or std. with a min. climb of 340' per NM to 1200. DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 16**, climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDB at or above 6100 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34**, climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night. NOTE: **Rwy 16**, tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34**, tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL. Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2½ or std. w/min. climb of 241' per NM to 800. DEPARTURE PROCEDURE: **Rwy 17**, climb heading 165° to 1100 before turning. **Rwy 23**, climb heading 230° to 1100 before turning south. NOTE: **Rwy 5**, trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17**, trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100' AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23**, trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35**, trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/359' MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21**, tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1700 before turning right. **Rwy 25**, climb runway heading to 300 before turning right.

NOTE: **Rwy 25**, tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

AMDT 1 10210 (FAA)

NOTE: **Rwy 7**, pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL. Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL. Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL. **Rwy 25**, tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL. Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

BOGUE MCALF (KNJM),

SWANSBORO, NC. 10070

TAKE-OFF OBSTACLES: **Rwy 5**, Trees 65' AGL/145' MSL, 1649' from DER. Trees, 125' AGL/145' MSL, 1252' from DER, 257' right of centerline. Trees, 125' AGL/145' MSL, 761' from DER, 262' left of centerline. **Rwy 23**, Trees, 70' AGL/90' MSL, 607' from DER, 54' left of centerline. Trees, 70' AGL/90' MSL, 540' from DER, 439' left of centerline. Trees, 125' AGL/145' MSL, 414' from DER, 572' left of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6**, light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14**, trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32**, trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 1400 before turning southwest. **Rwy 27**, climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9**, trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27**, trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15**, multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21**, multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33**, trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE (JZI)

AMDT 1 10238 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 217° to 600 before turning right.

NOTE: **Rwy 4**, trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL. **Rwy 22**, trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL. **Rwy 27**, trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 1700 before turning right. **Rwy 36C**, climb heading 003° to 1400 before turning left. **Rwy 36L**, climb heading 003° to 1800 before turning left.

NOTE: **Rwy 5**, trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L**, tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C**, trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23**, trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C**, trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R**, pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8**, multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26**, trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17**, trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23**, trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35**, vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7**, multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25**, multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6**, trees beginning 9' from DER, 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24**, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11**, trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23**, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29**, trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

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COLUMBIA, SC (CON'T)

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13**, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31**, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 2200 before proceeding on course. **Rwy 20**, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2**, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20**, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4**, multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL.

Rwy 22, multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1300 before proceeding on course. **Rwy 23**, climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5**, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23**, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10**, multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16**, multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23**, antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28**, multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34**, tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25**, climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19**, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10**, climb runway heading to 4000 before turning south. **Rwy 19**, climb to 4000 via ECR R-160 before turning east. **Rwy 28**, climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 2100 before turning left. **Rwy 33**, climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33**, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.



10266

ELKIN, NC**ELKIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwys 25**, 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb to 3900 before turning north.

ERWIN, NC**HARNETT RGNL JETPORT**

NOTE: **Rwy 5**, multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23**, trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC**FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
ORIG 08213 (FAA)**

NOTE: **Rwy 4**, trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10**, trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22**, vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC**FLORENCE RGNL (FLO)****AMDT 5 09071 (FAA)**

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1**, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9**, trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19**, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up to 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27**, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC**MACON COUNTY (1A5)****ORIG 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7**, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25**, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC**GASTONIA MUNI (AKH)****AMDT 5 10042 (FAA)**

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 049° to 2600 before proceeding West or North. **Rwy 21**, climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3**, trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21**, antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL. Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

GEORGETOWN, SC**GEORGETOWN COUNTY**

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34**, climb runway heading to 500 before turning.

GOLDSBORO, NC**GOLDSBORO-WAYNE MUNI**

NOTE: **Rwy 5**, tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23**, tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

10266



SE-2

10266

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: **Rwy 5L**, trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R**, terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14**, pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L**, trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R**, trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32**, trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 1/2 or std. with a min. climb of 220' per NM to 300. **Rwy 20**, 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2**, tree 1633' from departure end of runway, 741' right of centerline, -115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -123' MSL. **Rwy 8**, tree 181' from departure end of runway, 517' left of centerline, -1108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -134' MSL. **Rwy 15**, tower 1.2 NM from departure end of runway, 1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -186' MSL. **Rwy 20**, tree 2834' from departure end of runway, 986' left of centerline, -171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -1165' MSL. **Rwy 26**, tree 1026' from departure end of runway, 546' left of centerline, -108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -81' MSL. **Rwy 33**, tree 199' from departure end of runway, 372' left of centerline, -92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 1/4 or std. w/min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5**, antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23**, stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2 1/4 or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 2400 before turning left. **Rwy 28**, climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1**, numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10**, tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19**, pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28**, tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)

ORIG 08017 (FAA)

NOTE: **Rwy 9**, tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 2500 before turning left.

NOTE: **Rwy 4**, tree 1422' from DER, 832' right of centerline, 100' AGL/1001' MSL. Tree 1454' from DER, 146' left of centerline, 78' AGL/1023' MSL.

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HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)

NOTE: **Rwy 3**, trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. Trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21**, trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
ORIG 09267 (FAA)

NOTE: **Rwy 7**, trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25**, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24**, std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1**, tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19**, tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24**, tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3**, numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21**, numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23**, climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASSE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23**, trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1 or std. w/min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 132° to 800 before turning north.

NOTE: **Rwy 32**, multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS
FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5**, multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23**, multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL. Multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/min. climb of 375' per NM to 700. **Rwy 19**, 300-1 or std. w/min. climb of 404' per NM to 400.

NOTE: **Rwy 1**, tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19**, tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD
(LKR)

AMDT 1 09351 (FAA)

NOTE: **Rwy 6**, trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24**, trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20**, 300-1.
DEPARTURE PROCEDURE: **Rwy 20**, for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 3200 before turning right. **Rwy 23**, climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LORIS, SC

TWIN CITY (5J9)

ORIG 10126 (FAA)

NOTE: **Rwy 8**, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.

Rwy 26, vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL. Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL. Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL. Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL. Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL. Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 400-1.
DEPARTURE PROCEDURE: **Rwy 31**, climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2**, trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20**, trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35**, 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 330' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5**, road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13**, aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23**, tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31**, trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

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MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy5***

..... **Rwy23****

..... **Rwy32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: Rwy 5. For climb in visual conditions: Ceiling 1400', Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23.** For climb in visual conditions: Ceiling 1300', Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32.** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600', Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: Rwy 5: Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: Rwy 27, 300-1

NOTE: Rwy 9, numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKSCORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 300-1¼ or std. w/ min. climb of 215' per NM to 400.

NOTE: Rwy 5, trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

AMDT 1 10042 (FAA)

NOTES: Rwy 5, trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: Rwy 14, std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, for climb in visual conditions: cross Lake Norman Airport at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: Rwy 14, terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

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MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21**, climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18**, climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36**, climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36**, 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)

AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1400 before proceeding on course. **Rwy 35**, climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17**, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35**, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

AMDT 2 10042 (FAA)

NOTE: **Rwy 18**, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32**, climb runway heading to 900' before turning north.

NOTES: **Rwy 22**, 75' AGL trees 958' from departure end of runway, 705' right of centerline. **Rwy 14**, 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32**, 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22**, multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5**, Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6**, Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24**, Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)

ORIG 10014 (FAA)

NOTE: **Rwy 5**, vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL. Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL. **Rwy 23**, trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL. Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL. Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

CAPE FEAR RGNL JETPORT/HOWIE

FRANKLIN FLD (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23**, trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1000 before proceeding on course. **Rwy 35**, climb heading 354° to 900 before proceeding on course.
NOTE: **Rwy 5**, trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17**, trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23**, trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35**, trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6**, trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL.

Rwy 24, trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23**, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18**, trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36**, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23**, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5**, tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23**, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: **Rwy 5**, terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE, NC 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23**, standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5**, multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23**, fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL/559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

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RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 142° to 1400 before turning right. **Rwy 23L**, climb heading 232° to 1900 before turning left. **Rwy 23R**, climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L**, tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R**, tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14**, multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL.

Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL.

Rwy 23L, tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32**, multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2 or std. w/a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13**, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Powerpole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31**, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 107' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

AMT 1 10042 (FAA)

NOTE: **Rwy 2**, trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32**, tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4**, tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22**, tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6**, trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24**, trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19**, climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1**, trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19**, trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

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ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5**, tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23**, tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.DEPARTURE PROCEDURE: **Rwy 20**, climb on heading 160° to 1200 before turning west.**SALUDA, SC**

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1**, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19**, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1400 before turning right. **Rwy 21**, climb runway heading to 1400 before turning left.

SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NC. 10154

TAKE-OFF MINIMUMS: **Rwy 26**, 200-1½ or Standard with minimum climb of 230 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKE-OFF OBSTACLES: **Rwy 26**, Trees 110' AGL/251' MSL, 1.2 NM from DER, 1155' left of centerline.**SHAW AFB (KSSC)**

SUMTER, SC. 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL.

Rwy 23, trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC. AMDT 2, 10154

Rwy 27, 400-2½*

*Or standard with minimum climb of 230 ft/NM to 700.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 273° to 700 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 9**, Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27**, Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

SMITHFIELD, NC

JOHNSTON COUNTY (JNX)

AMDT 3 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std w/ min climb of 215' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 21**, 500-2¼ or std w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 1500 before turning west. **Rwy 21**, climb heading 212° to 1000 before turning northwest.

NOTE: **Rwy 3**, trees beginning 35' from DER, 486' right of centerline, up to 64' AGL/251' MSL. Poles beginning 2022' from DER, 228' right of centerline, up to 44' AGL/232' MSL. Trees beginning 4352' from DER, 543' left of centerline, up to 100' AGL/349' MSL. Poles beginning 2114' from DER, 69' left of centerline, up to 41' AGL/234' MSL. **Rwy 21**, trees beginning 1' from DER, 492' right of centerline, up to 20' AGL/167' MSL. Trees beginning 60' from DER, 478' left of centerline, up to 46' AGL/192' MSL. Tower 2.3 NM from DER, 2883' right of centerline, 380' AGL/614' MSL.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5**, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23**, trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1½ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28**, powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.



SUMMERVILLE, SC

SUMMERVILLE (DYB)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 056° to 600 before turning left. **Rwy 24**, climb heading 236° to 800 before turning right.

NOTE: **Rwy 6**, vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24**, tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-VFR only. **Rwy 23**, std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23**, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGEcombe

DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5**, tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23**, tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16**, terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34**, tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 389' per NM to 400.NOTE: **Rwy 9**, trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27**, vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.**WALNUT COVE, NC**

MEADOW BROOK FIELD (N63)

AMDT 1 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 400-3 or std. w/ min. climb of 324' per NM to 1400. **Rwy 34**, 600-3 w/ min. climb of 267' per NM to 1400 or 1800-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 166° to 1400 before proceeding on course. **Rwy 34**, climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course.NOTE: **Rwy 16**, vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL. Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL. Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL. Powerline 2525' from DER, 266' right of centerline, 79' AGL/716' MSL. **Rwy 34**, trees beginning 961' from DER, 389' right of centerline, up to 65' AGL/844' MSL. Trees beginning 1056' from DER, 744' left of centerline, up to 65' AGL/844' MSL.**WALTERBORO, SC**

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 280' per NM to 300.NOTE: **Rwy 5**, 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9**, 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17**, 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23**, 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35**, 69' AGL tree 1062' from departure end of runway, 690' right of centerline.**WASHINGTON, NC**

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 250' per NM to 300.DEPARTURE PROCEDURE: **Rwys 17, 29, 35**, climb runway heading to 400 before turning.**WAXHAW, NC**

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.NOTE: **Rwy 4**, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.**WHITEVILLE, NC**

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6**, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24**, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.**WILLIAMSTON, NC**

MARTIN COUNTY

NOTE: **Rwy 3**, trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21**, trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.**WILMINGTON, NC**

WILMINGTON INTL

NOTE: **Rwy 6**, tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17**, multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24**, tree 1663' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35**, tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.**WILSON, NC**

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27**, climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21**, climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33**, climbing left turn to 2500 on heading 320° before proceeding on course.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**WINSTON-SALEM, NC**

SMITH REYNOLDS (INT)

AMD T 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4**, multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15**, bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22**, multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33**, floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

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AIKEN MUNI (AIK) 6 N UTC-5(-4DT) N33°38.96' W81°41.10'

528 B S2 FUEL 100LL, JET A NOTAM FILE AND

RWY 07-25: H5500X100 (ASPH-AFSC) S-22, D-65, 2S-82 MIRL 0.4% up SW

RWY 07: PAPI(P2L)—GA 3.0° TCH 22'.

RWY 25: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 01-19: H3800X75 (ASPH-AFSC) S-22 MIRL 0.9% up S

RWY 01: Tree. RWY 19: Tree.

AIRPORT REMARKS: Attended 1100-2300Z†. ACTIVATE MIRL Rwy 07-25 and ODALS Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (803) 643-8664.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (ANDERSON RADIO)

Ⓡ AUGUSTA APP/DEP CON 119.15 (1145-0400Z†)

Ⓡ COLUMBIA APP/DEP CON 124.15 (0400-1145Z†)

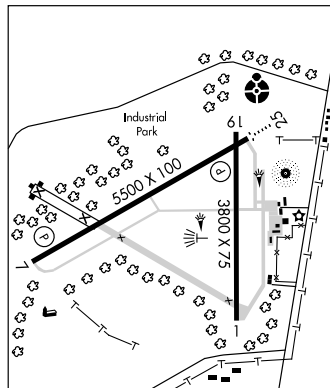
RADIO AIDS TO NAVIGATION: NOTAM FILE AND

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 102° 24.1 NM to fld. 428/04W.

NDB (MHW) 347 AIK N33°39.11' W81°40.62' at fld.

Unmonitored 2300-1300Z†.



CHARLOTTE

H-9B, 12G, L-24I

IAP

ALCOT N34°10.44' W79°51.15' NOTAM FILE FLO.

NDB (LOM) 335 FL 089° 6.4 NM to Florence Rgnl.

CHARLOTTE

ALLENDALE CO (88J) 2 SE UTC-5(-4DT) N32°59.71' W81°16.21'

161 B FUEL 100LL, JET A NOTAM FILE AND

RWY 17-35: H5005X75 (ASPH) S-26, D-34 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel or svc after hrs call 803-584-2060. 5' drainage structure located 1220' from Rwy 17 thld and 75' left. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.7T (ANDERSON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 241° 50.4 NM to fld. 140/06W.

(L) VOR 116.7 ALD N33°00.75' W81°17.53' 134° 1.5 NM to fld.

VOR unusable:

360°-035° blo 3000'

036°-134° blo 6000'

135°-145° byd 10 NM blo 6000'

146°-216° blo 6000'

217°-314° blo 3000'

315°-325° byd 10 NM blo 3000'

326°-341° blo 3000'

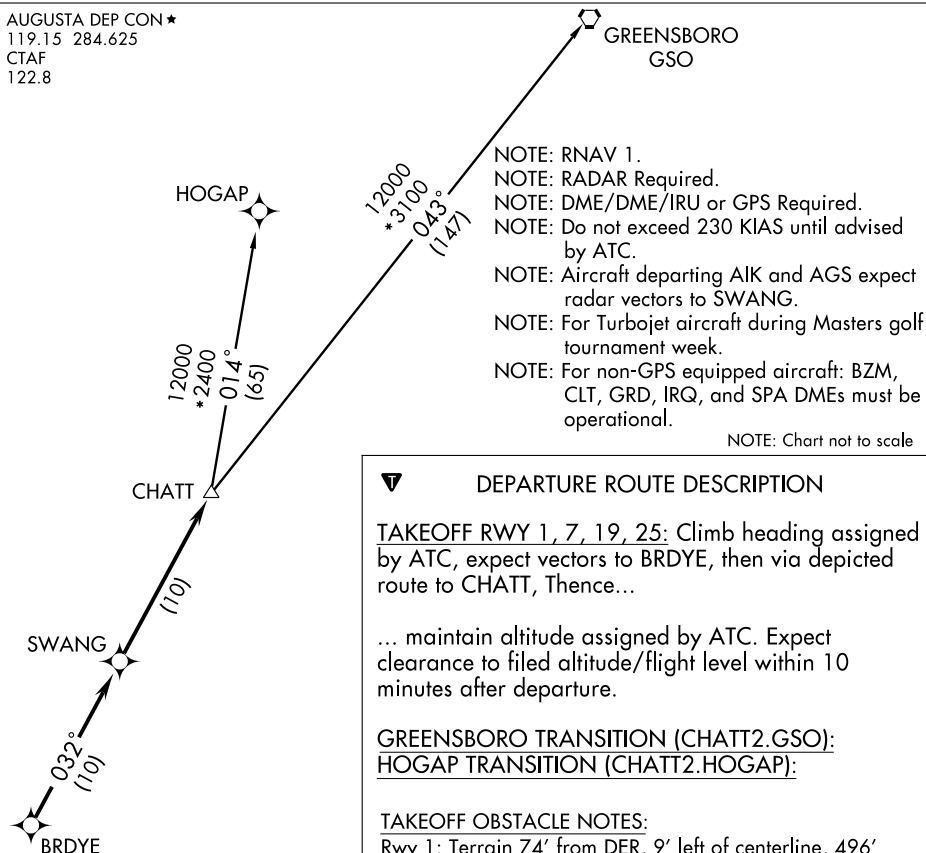
342°-359°

CHARLOTTE

H-9B, 12G, L-24I

IAP

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

TAKEOFF MINIMUMS:

Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DOVER TWO DEPARTURE (RNAV)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

- NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ
DMEs must be operational.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

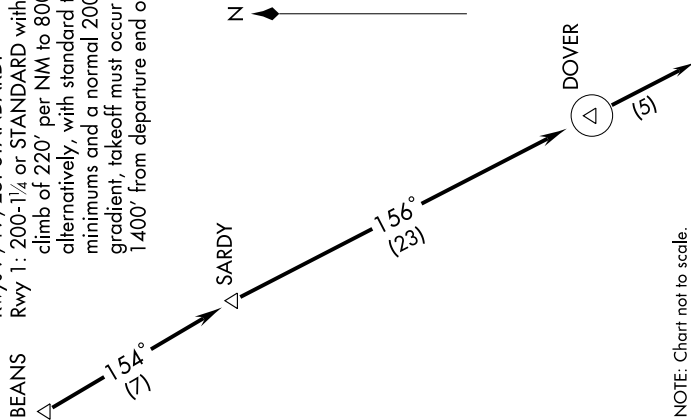
TAKEOFF OBSTACLE NOTES:

- Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
- Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
- Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
- Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.



TAKEOFF MINIMUMS:

- Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.



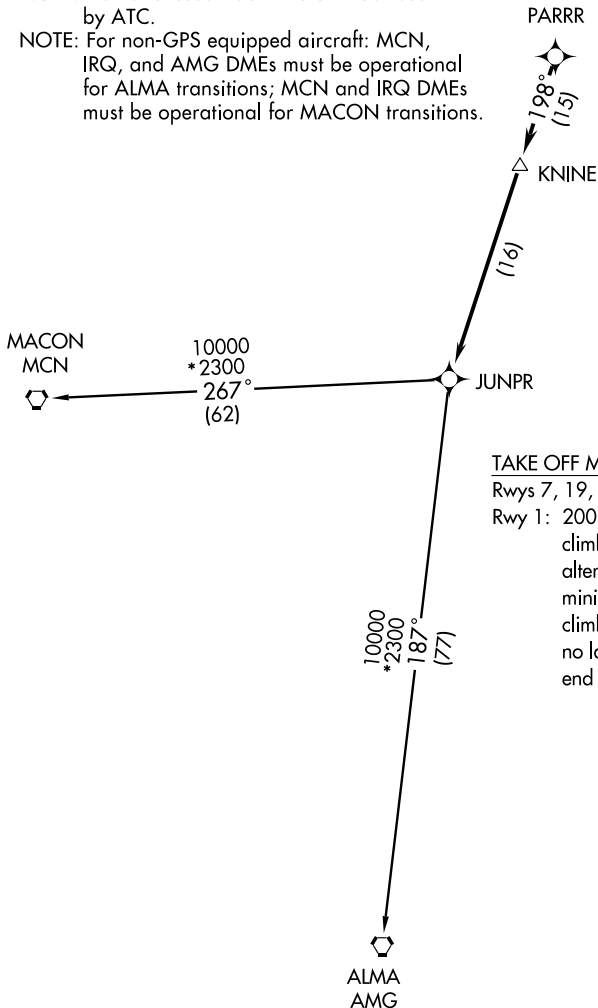
NOTE: Chart not to scale.

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



- NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



TAKE OFF MINIMUMS:

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JUNPR TWO DEPARTURE (RNAV)

(JUNPR2.JUNPR) 08157

AIKEN, SOUTH CAROLINA
AIKEN MUNI (AIK)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):

MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL.

Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL.

Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL.

Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL.

Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



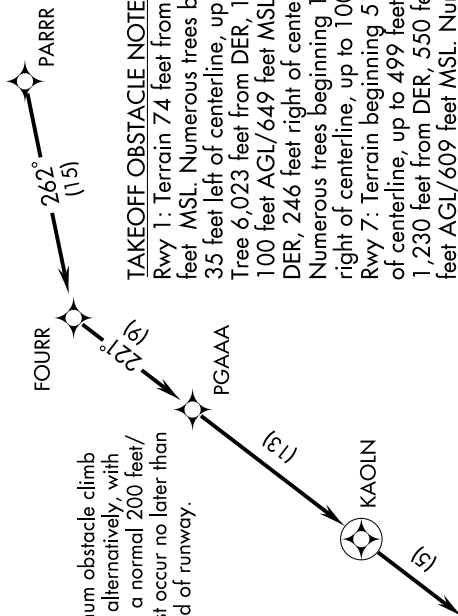
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOIN. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKE OFF MINIMUMS:

Rwys 7, 19, 25: Standard.
Rwy 1: 200-1/4 or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.



TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feet MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from DER, 246 feet right of centerline up to 496 feet MSL. Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL.

Rwy 7: Terrain beginning 51 feet from DER, 207 feet right of centerline, up to 499 feet MSL. Numerous trees beginning 1,230 feet from DER, 550 feet right of centerline, up to 100 feet AGL/609 feet MSL. Numerous trees beginning 1,601 feet from DER, 731 feet left of centerline, up to 56 feet AGL/563 feet MSL.

Rwy 19: Numerous trees beginning at DER, 110 feet right of centerline, up to 100 feet AGL/629 feet MSL. Numerous trees beginning 6 feet from DER, 82 feet left of centerline, up to 100 feet AGL/639 feet MSL.

Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, 73 feet AGL/572 feet MSL. Tree 1,506 feet from DER, 661 feet left of centerline, 72 feet AGL/561 feet MSL.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.

NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

AIKEN, SOUTH CAROLINA

AIKEN MUNI (AIK)

(KAOLN3.KAOLN) 09351

SL-5197 (FAA)

KAOLN THREE DEPARTURE (RNAV)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

NDB AIK 347	APP CRS 223°	Rwy Idg TDZE Apt Elev	5500 494 528
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NDB RWY 25

AIKEN MUNI (AIK)

▼ If local altimeter setting not received, use Augusta Rgnl at Bush
 ▲ NA Field altimeter setting and increase all MDAs 120 feet.
 Visibility reduction by helicopters NA. Inoperative table does not apply.

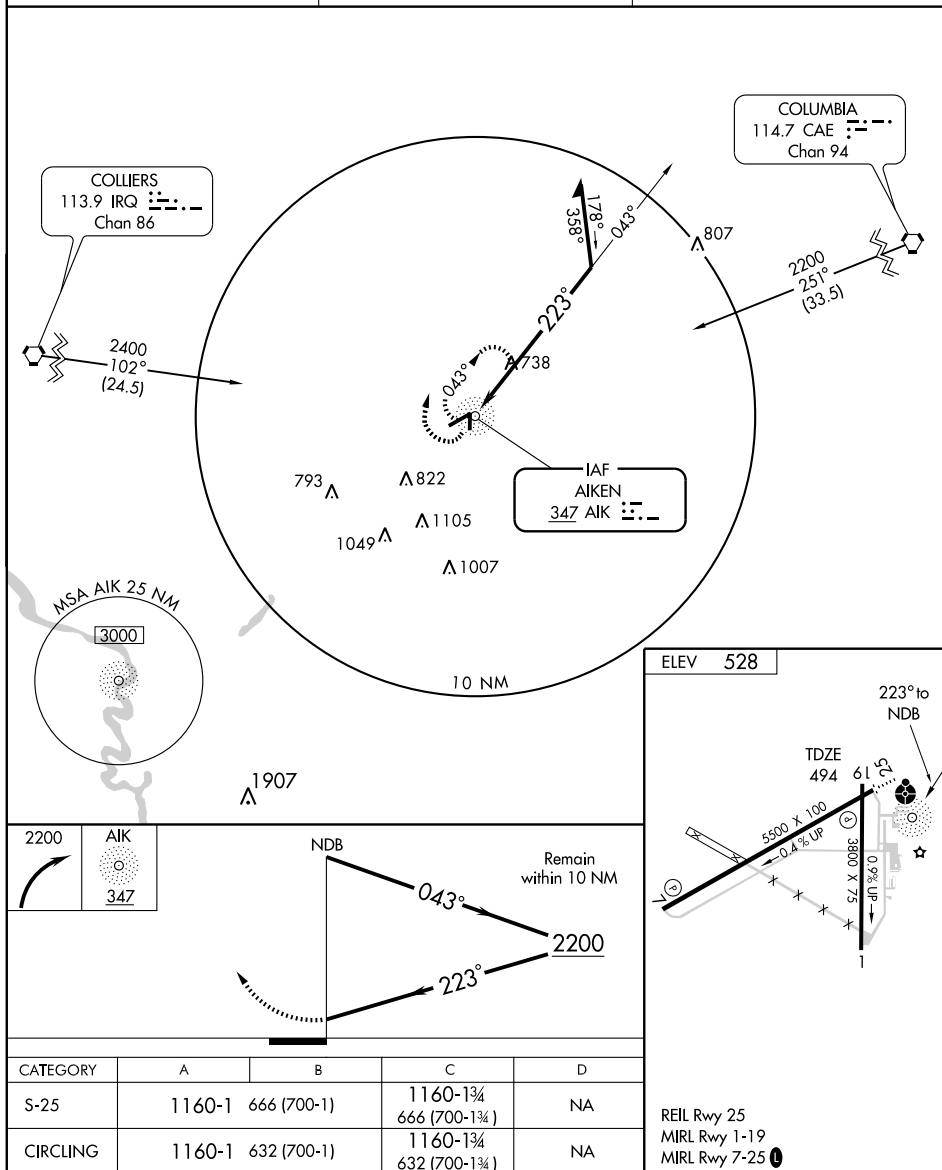
ODALS

MISSED APPROACH: Climbing
 right turn to 2200 in AIK NDB
 holding pattern.

AWOS-3
118.025

AUGUSTA APP CON ★
119.15 284.625

UNICOM
122.8 (CTAF) 0

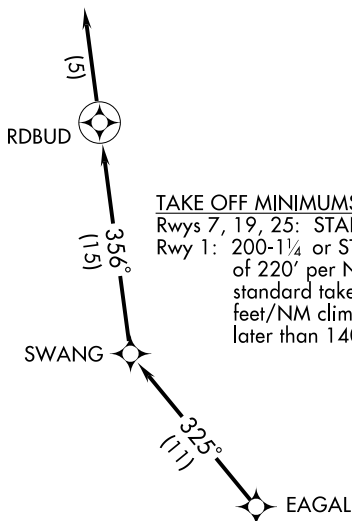


SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

**TAKE OFF MINIMUMS:**

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft only during Masters golf tournament week.



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

RDBUD TWO DEPARTURE (RNAV)

(RDBUD2.RDBUD) 08157

AIKEN, SOUTH CAROLINA
AIKEN MUNI (AIK)

WAAS CH 90301 W07A	APP CRS 066°	Rwy Idg TDZE Apt Elev	5500 515 528
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RNAV (GPS) RWY 7

AIKEN MUNI (AIK)



NA

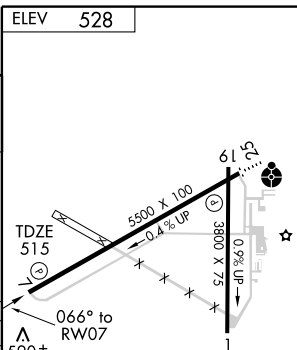
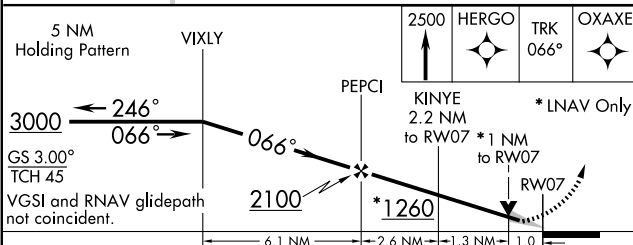
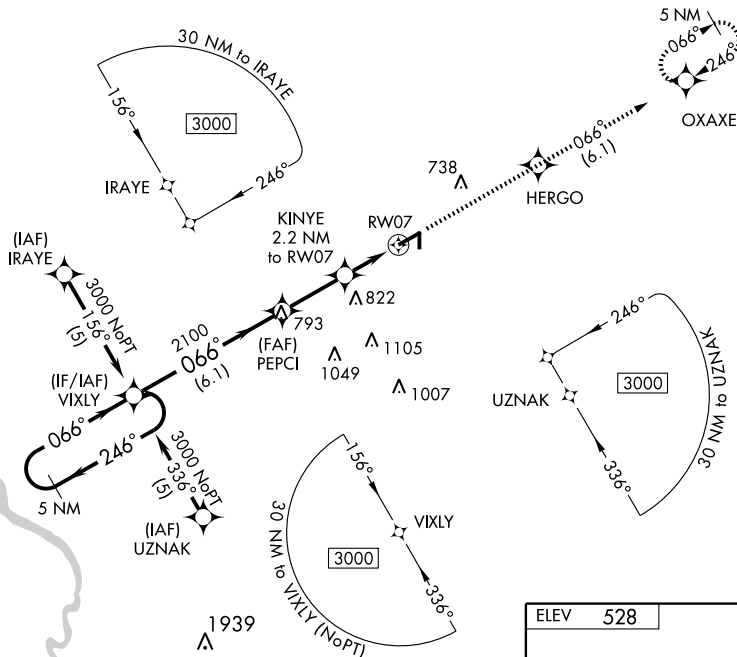
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 869 feet, LNAV/VNAV DA to 944 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

MISSED APPROACH: Climb to 2500 direct HERGO and via 066° track to OXAXE and hold.

AWOS-3
118.025

AUGUSTA APP CON *
119.15 284.625

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	765-3/4 250 (300-3/4)			NA
LNAV/VNAV DA	840-1 1/4 325 (400-1 1/4)			NA
LNAV MDA	840-1 325 (400-1)			NA
CIRCLING	900-1 1/4 372 (400-1 1/4)	980-1 1/4 452 (500-1 1/4)	980-1 1/2 452 (500-1 1/2)	NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 0

WAAS CH 50301 W25A	APP CRS 246°	Rwy Idg 5500 TDZE 494 Apt Elev 528
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RNAV (GPS) RWY 25

AIKEN MUNI (AIK)

NA Inoperative table does not apply. Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (205°F). Visibility reduction by helicopters NA.

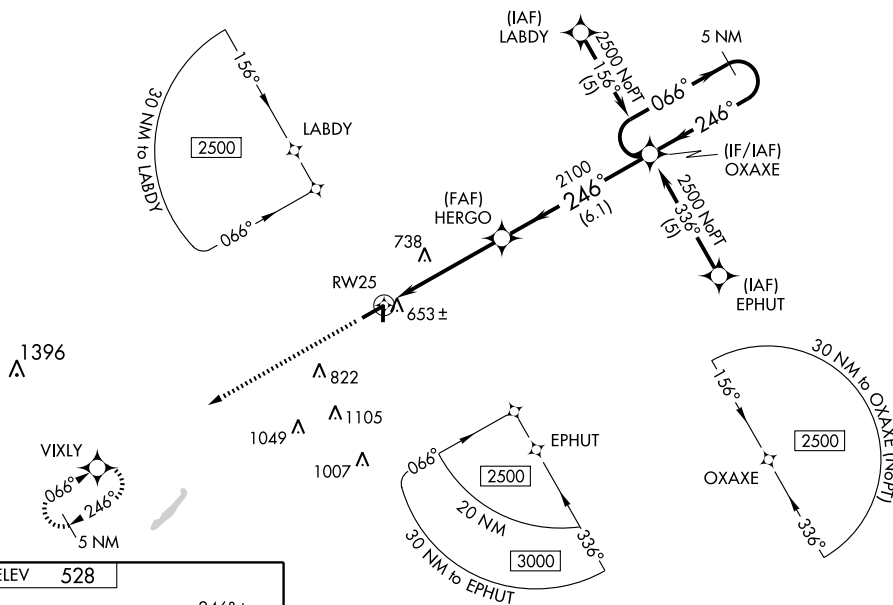
ODALS



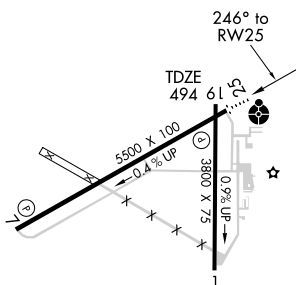
MISSED APPROACH: Climb to 3000 direct VIXLY and hold.



AWOS-3
118.025

AUGUSTA APP CON ★
119.15 284.625

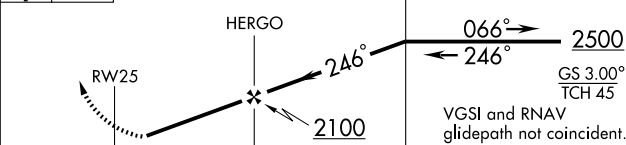
UNICOM
122.8 (CTAF) **L**

ELEV 528



3000	VIXLY
	

OXAXE 5 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	761-1 267 (300-1)			NA
LNAV/ VNAV DA	903-1½ 409 (400-1½)			NA
LNAV MDA	1000-1 506 (500-1)		1000-1½ 506 (500-1½)	NA
CIRCLING	1000-1½ 472 (500-1½)			NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25

AIKEN, SOUTH CAROLINA

Orig 08101

33°39'N-81°41'W

AIKEN MUNI (AIK)

RNAV (GPS) RWY 25

SE-2. 21 OCT 2010 to 18 NOV 2010

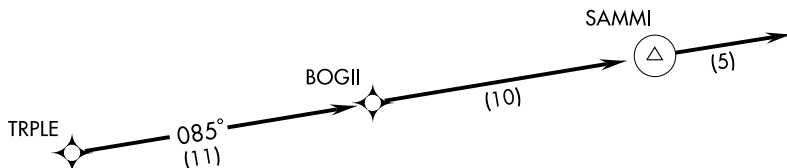
SE-2, 21 OCT 2010 to 18 NOV 2010

(SAMMI2.SAMMI) 08157
SAMMI TWO DEPARTURE (RNAV) SL-5197 (FAA)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



TAKEOFF MINIMUMS:

Rwy 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC. Expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

VORTAC IRQ 113.9 Chan 86	APP CRS 102°	Rwy Idg TDZE Apt Elev	N/A N/A 528
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VOR/DME-A
AIKEN MUNI(AIK)

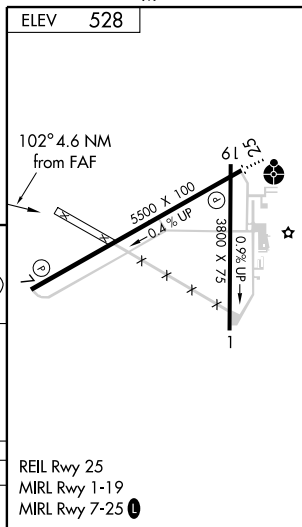
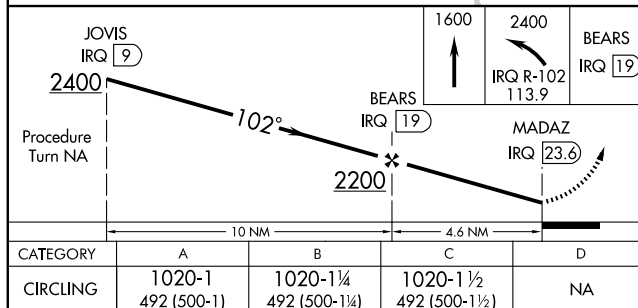
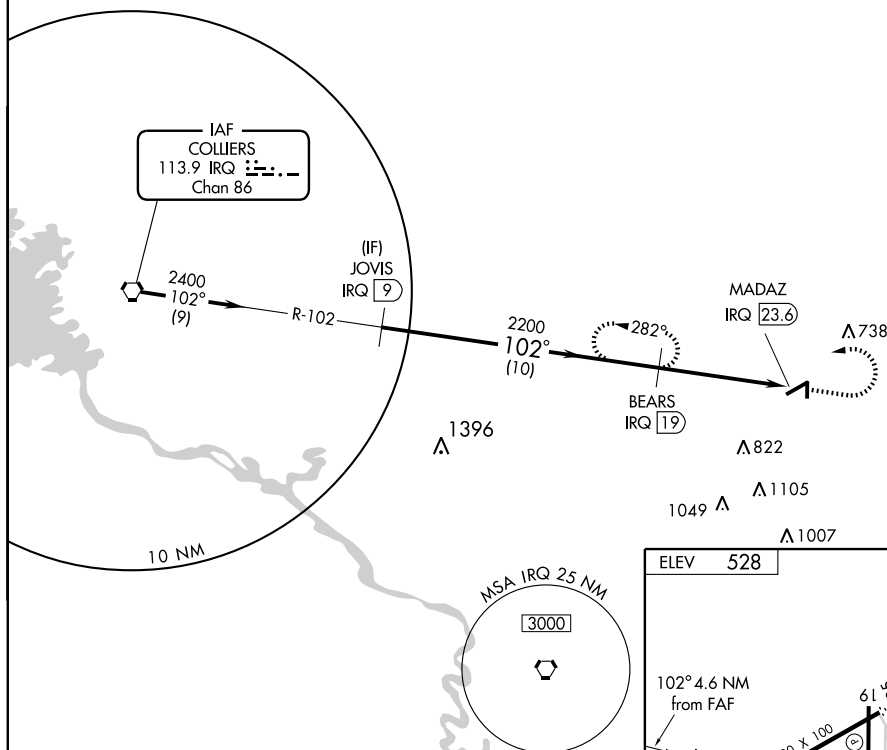
NA If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 via IRQ R-102 to BEARS 19 DME and hold.

AWOS-3
118.025

AUGUSTA APP CON ★
119.15 284.625

UNICOM
122.8 (CTAF) 0



AIKEN MUNI (AIK) 6 N UTC-5(-4DT) N33°38.96' W81°41.10'

528 B S2 FUEL 100LL, JET A NOTAM FILE AND

RWY 07-25: H5500X100 (ASPH-AFSC) S-22, D-65, 2S-82 MIRL 0.4% up SW

RWY 07: PAPI(P2L)—GA 3.0° TCH 22'.

RWY 25: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 01-19: H3800X75 (ASPH-AFSC) S-22 MIRL 0.9% up S

RWY 01: Tree. RWY 19: Tree.

AIRPORT REMARKS: Attended 1100-2300Z†. ACTIVATE MIRL Rwy 07-25 and ODALS Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (803) 643-8664.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (ANDERSON RADIO)

Ⓡ AUGUSTA APP/DEP CON 119.15 (1145-0400Z†)

Ⓡ COLUMBIA APP/DEP CON 124.15 (0400-1145Z†)

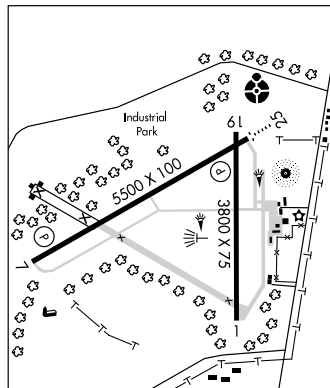
RADIO AIDS TO NAVIGATION: NOTAM FILE AND

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 102° 24.1 NM to fld. 428/04W.

NDB (MHW) 347 AIK N33°39.11' W81°40.62' at fld.

Unmonitored 2300-1300Z†.



CHARLOTTE

H-9B, 12G, L-241

IAP

ALCOT N34°10.44' W79°51.15' NOTAM FILE FLO.

NDB (LOM) 335 FL 089° 6.4 NM to Florence Rgnl.

CHARLOTTE

ALLENDALE CO (88J) 2 SE UTC-5(-4DT) N32°59.71' W81°16.21'

161 B FUEL 100LL, JET A NOTAM FILE AND

RWY 17-35: H5005X75 (ASPH) S-26, D-34 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z†. For fuel or svc after hrs call 803-584-2060. 5' drainage structure located 1220' from Rwy 17 thld and 75' left. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.7T (ANDERSON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49' W80°26.92' 241° 50.4 NM to fld. 140/06W.

(L) VOR 116.7 ALD N33°00.75' W81°17.53' 134° 1.5 NM to fld.

VOR unusable:

360°-035° blo 3000'

036°-134° blo 6000'

135°-145° byd 10 NM blo 6000'

146°-216° blo 6000'

217°-314° blo 3000'

315°-325° byd 10 NM blo 3000'

326°-341° blo 3000'

342°-359°

CHARLOTTE

H-9B, 12G, L-241

IAP

APP CRS **168°**
Rwy Idg **5005**
TDZE **161**
Apt Elev **161**

GPS RWY 17

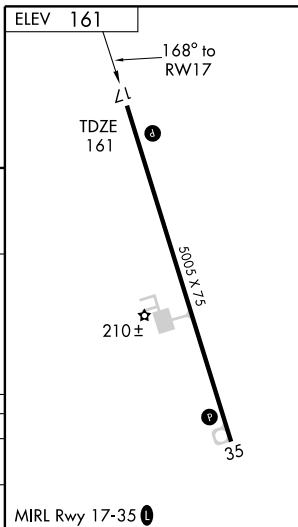
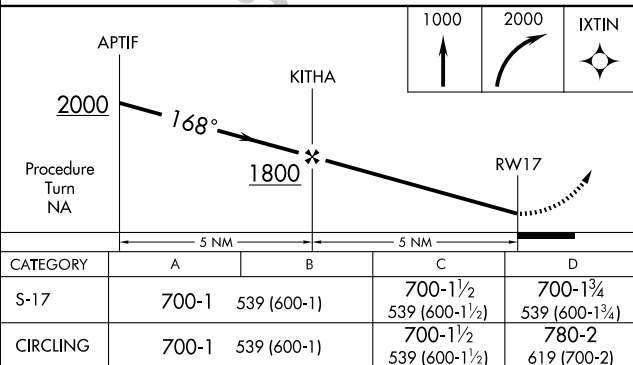
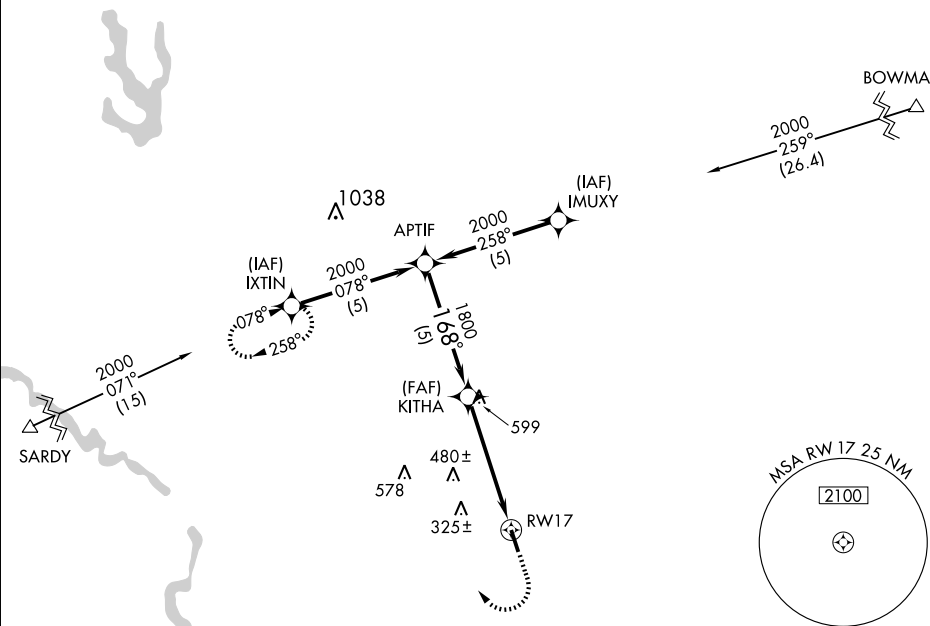
ALLENDALE COUNTY (88J)

▽
▲ NA Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IXTIN WP and hold.

JACKSONVILLE CENTER
132.5 363.2

UNICOM
122.8 (CTAF) 0



APP CRS **348°**
Rwy Idg **5005**
TDZE **161**
Apt Elev **161**

GPS RWY 35

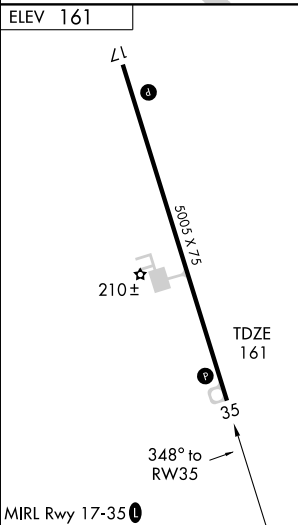
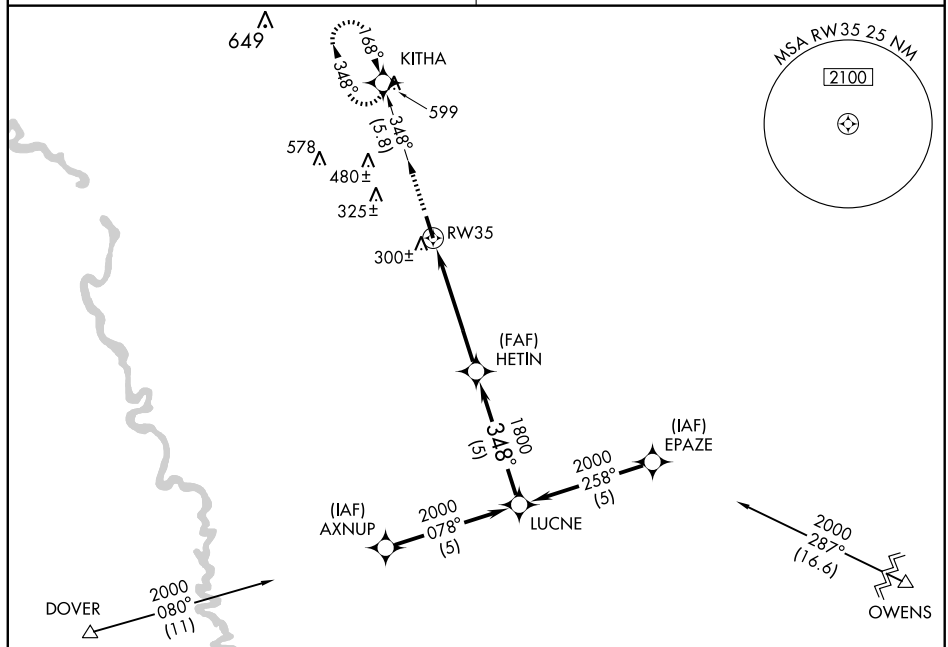
ALLENDALE COUNTY (88J)

▽
△ NA Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 2000 via 348° course to KITHA WP and hold.

JACKSONVILLE CENTER
132.5 363.2

UNICOM
122.8 (CTAF) 0



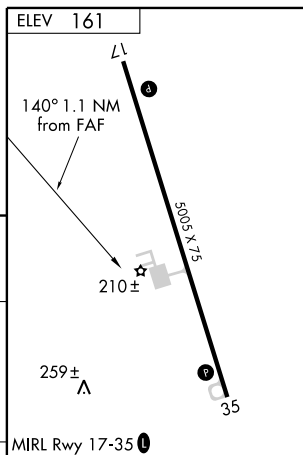
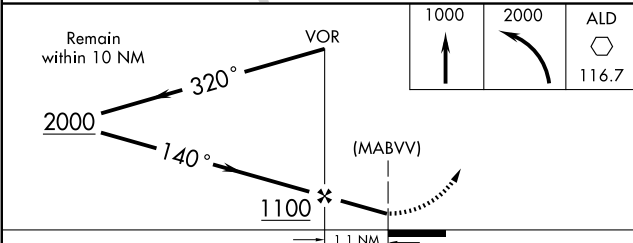
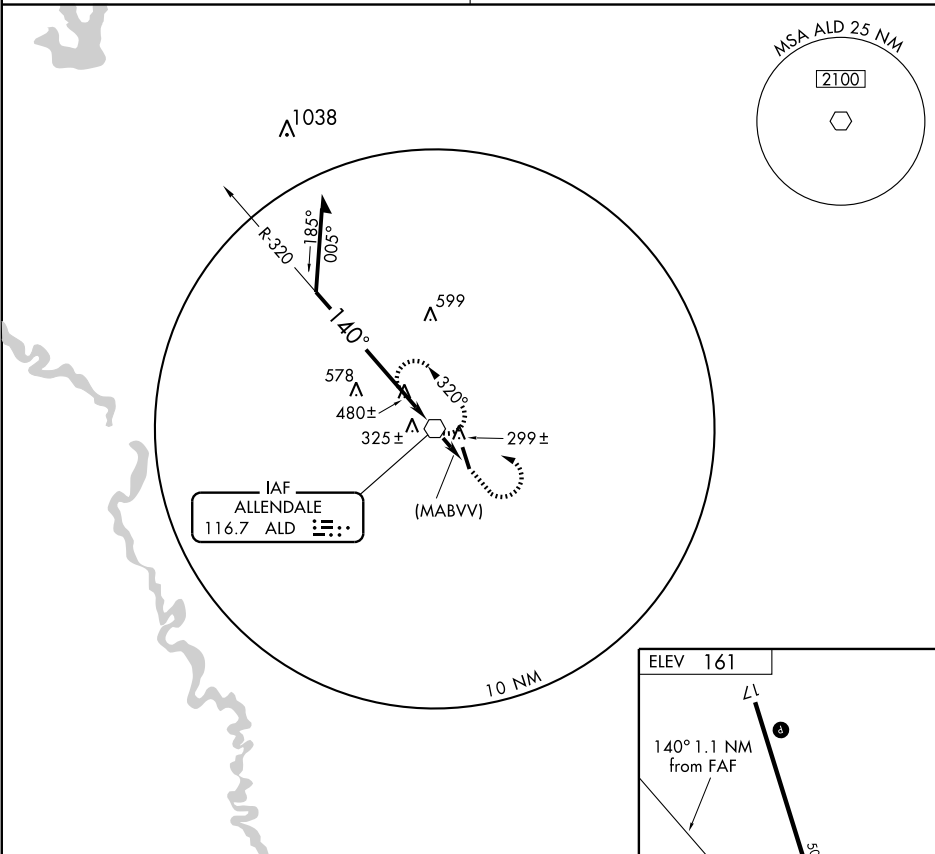
<p>2000 ↑ CRS 348°</p> <p>KITHA</p>		<p>LUCNE</p> <p>HETIN</p> <p>RW35</p> <p>348°</p> <p>2000</p> <p>1800</p> <p>5 NM</p> <p>5 NM</p>		<p>Procedure Turn NA</p>
CATEGORY	A	B	C	D
S-35	660-1	499 (500-1)	660-1¼ 499 (500-1¼)	660-1½ 499 (500-1½)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)

VOR ALD 116.7	APP CRS 140°	Rwy Idg TDZE Apt Elev	N/A N/A 161
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VOR or GPS-A

ALLENDALE COUNTY (88J)

<p>V NA</p> <p>Use Augusta altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ALD VOR and hold.</p>
<p>JACKSONVILLE CENTER</p> <p>132.5 363.2</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>



CATEGORY	A	B	C	D	FAF to MAP 1.1 NM					
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	740-2 579 (600-2)	Knots	60	90	120	150	180
					Min:Sec	1:06	0:44	0:33	0:26	0:22

ANDERSON RGNL (AND) 3 SW UTC-5(-4DT) N34°29.68' W82°42.56'

ATLANTA

782 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index A NOTAM FILE AND

H-9B, 12G, L-25C

Rwy 05-23: H6002X149 (ASPH) S-50.5, D-67.5, 2S-85 HIRL

IAP

Rwy 05: MALSR. PAPI(P4L). Trees.

Rwy 23: SAVASI(S2L)—GA 3.0°TCH 30'. Trees.

Rwy 17-35: H4996X149 (ASPH) S-16.5, D-23 0.9% up N

Rwy 17: Trees.

Rwy 35: Trees.

AIRPORT REMARKS: Attended 1230-0030Z†. For svc call 864-260-4163. Arpt unattended Thanksgiving, Christmas and New Years Day. After hours, 100LL fuel avbl by self-service. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 864-260-4163. Rwy 17-35 not avbl for air carrier use. Rwy 17-35 widespread cracks. Wildlife on and in/ov arpt, more active at dusk and dawn. Profile of Rwy 05-23 restricts visibility from thld Rwy 05 to thld Rwy 23. Twy lgts from apron to Rwy 05 only. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: ASOS 120.675 (864) 226-9522.

COMMUNICATIONS: CTAF 123.6 UNICOM 122.95

RCO 123.6 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 127.5 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND. VHF/DF etc FSS.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 040° 5.9 NM to fld. 736/00E.

ILS 111.9 I-AND Rwy 05. Class IB.

COMM/NAV/WEATHER REMARKS: Ctc Anderson Radio for airport advisory service on 123.6.

HELIPAD H1: H50X50 (CONC) S-30

HELIPAD H2: H50X50 (CONC) S-30

HELIPORT REMARKS: Helicopters with skids are restricted to land on helipads or grassed areas. ACTIVATE perimeter lgts H1 and H2—CTAF.

ANDREWS N33°27.09' W079°31.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 255 PHH at Robert F. Swinnie. Unusable byd 20 NM.

L-24I

ANDREWS

ROBERT F SWINNIE (PHH) 2 E UTC-5(-4DT) N33°27.10' W79°31.57'

CHARLOTTE

26 B NOTAM FILE AND

L-24I

Rwy 18-36: H3001X60 (ASPH) S-11, D-22 MIRL 0.3% up S

IAP

Rwy 18: VASI(V2L)—GA 3.0° TCH 38'. Tree.

Rwy 36: VASI(V2L)—GA 3.0° TCH 34'.

AIRPORT REMARKS: Unattended. Rwy 18-36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

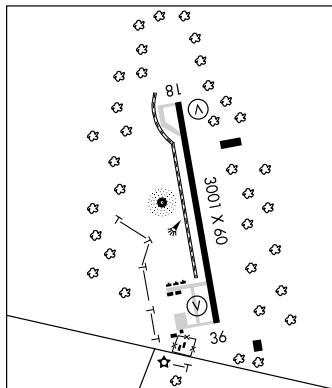
RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 043° 42.2 NM to fld. 39/05W. HIWAS.

ANDREWS NDB (MHW) 255 PHH N33°27.09' W079°31.64'

at fld. Unusable byd 20 NM. NOTAM FILE AND.



ASHLY N32°58.58' W80°05.85' NOTAM FILE CHS.

CHARLOTTE

NDB (HW/LQM) 329 CH 153° 5.5 NM to Charleston AFB/Intl.

H-9C, 12G, L-23A, 24

LOC I-AND 111.9	APP CRS 051°	Rwy Idg TDZE Apt Elev	6002 758 782
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ILS or LOC RWY 5

ANDERSON RGNL (AND)

▼ If local altimeter setting not received, use
▲ Cleson altimeter setting and increase all
DAs/MDAs 60 feet.



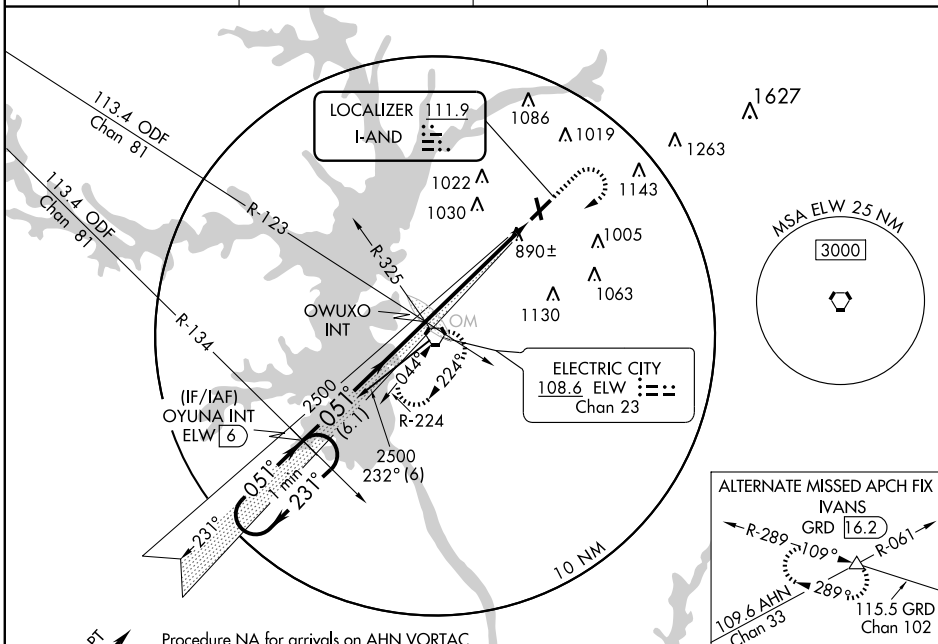
MISSED APPROACH: Climb to 1600 then climbing
right turn to 2500 direct ELW VORTAC and hold.

ASOS
120.675

GREER APP CON★
118.8 385.4

CTAF
123.60

UNICOM
122.95



One Minute
Holding Pattern

OYUNA INT
ELW 6

OWUXO INT

1600

2500

ELW
108.6

VGSI and ILS glidepath
not coincident.

GS 3.00°
TCH 53

2500

CATEGORY

A

B

C

D

S-ILS 5

958-1/2 200 (200-1/2)

S-LOC 5

1200-1/2 442 (500-1/2)

1200-3/4 442 (500-3/4)

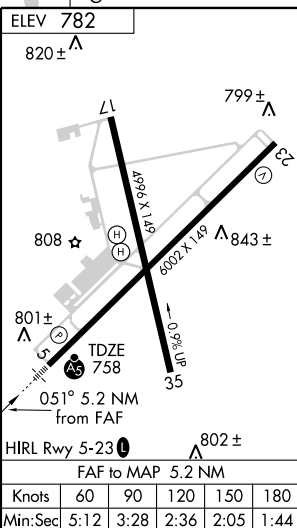
1200-1 442 (500-1)

CIRCLING

1260-1 478 (500-1)

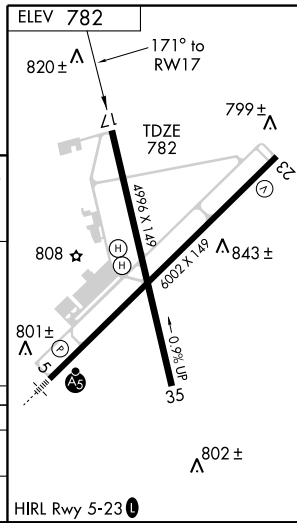
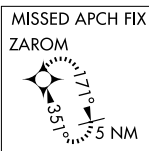
1260-1/2 478 (500-1/2)

1340-2 558 (600-2)



RNAV (GPS) RWY 17
ANDERSON RGNL (AND)

MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

UNICOM
122.95

CATEGORY	A	B	C	D
LNAB MDA	1200-1	418 (500-1)	1200-1¼	418 (500-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

APP CRS **231°**
Rwy ldg **6002**
TDZE **754**
Apt Elev **782**

RNAV (GPS) RWY 23

ANDERSON RGNL (AND)

▼ If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.
▲ DME/DME RNP-0.3 NA.

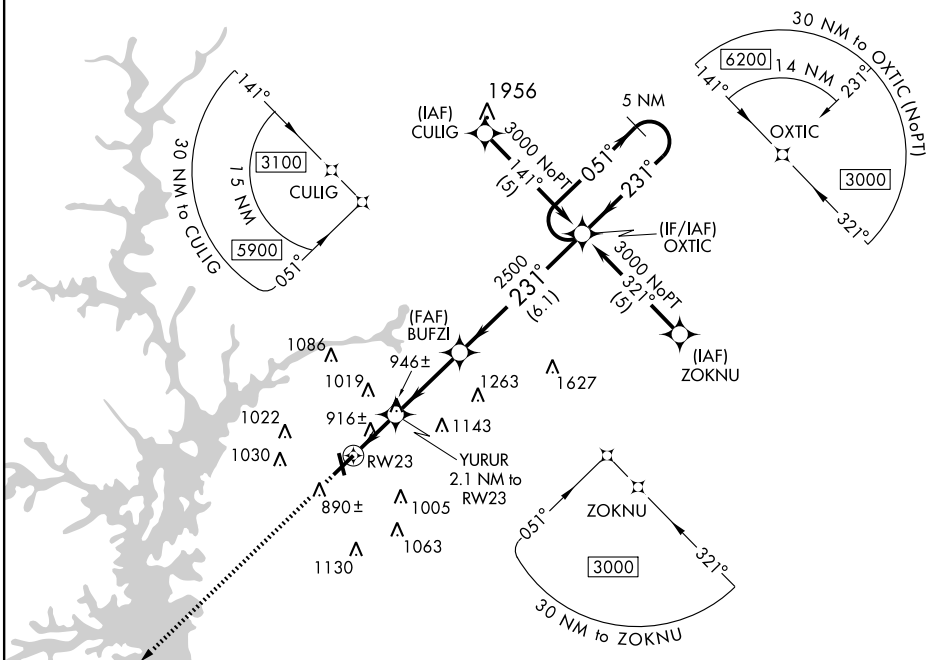
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS
120.675

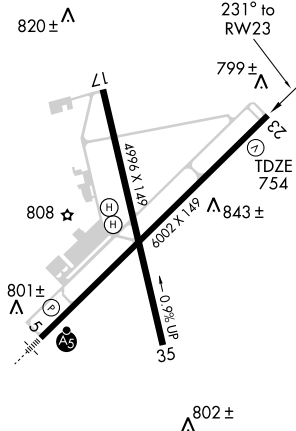
GREER APP CON ★
118.8 385.4

CTAF
123.6

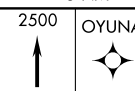
UNICOM
122.95



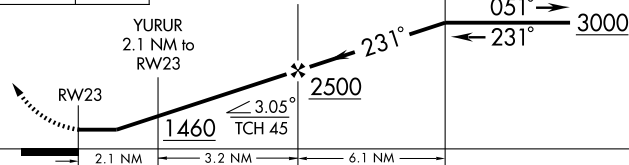
ELEV 782



MISSED APCH FIX OYUNA



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNVA MDA	1180-1	426 (400-1)	1180-1¼	426 (400-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

APP CRS	Rwy Idg	4996
351°	TDZE	762
	Apt Elev	782

RNAV (GPS) RWY 35

ANDERSON RGNL (AND)

▼ If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

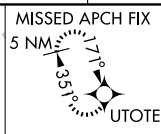
MISSED APPROACH: Climb to 3100 direct UTOTE and hold.

ASOS
120.675

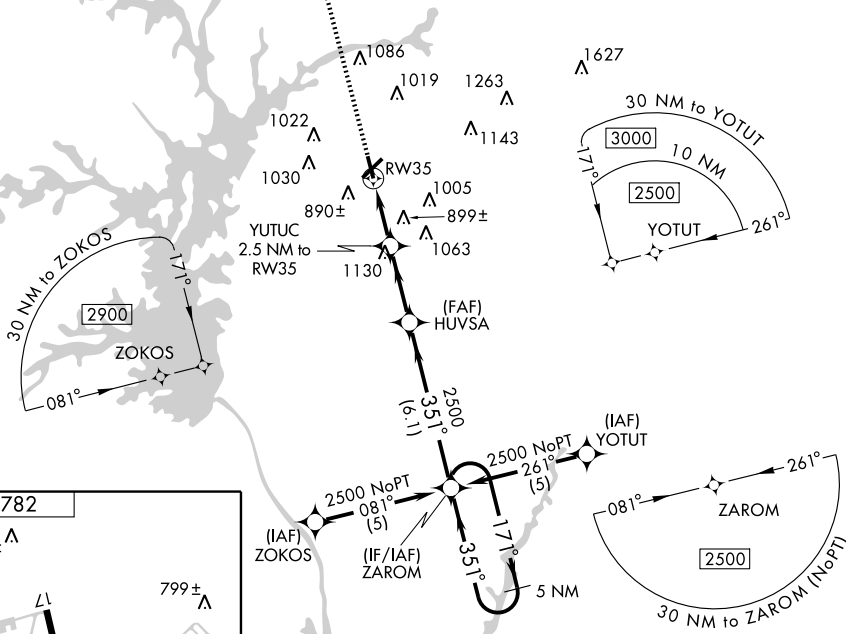
GREER APP CON ★
118.8 385.4

CTAF
123.6

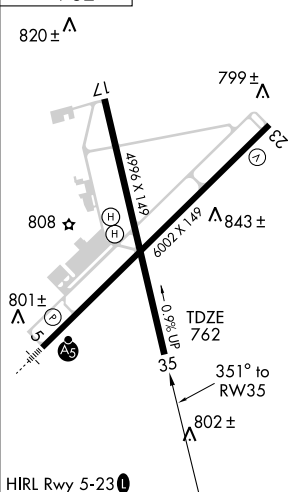
UNICOM
122.95



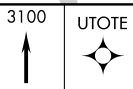
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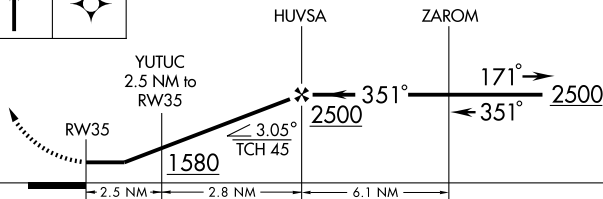
ELEV 782



ANDERSON, SOUTH CAROLINA
Orig 10098



5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1160-1	398 (400-1)	1160-1½	398 (400-1½)
CIRCLING	1260-1	478 (500-1)	1260-1½	1340-2
			478 (500-1½)	558 (600-2)

ANDERSON RGNL (AND)

34° 30' N - 82° 43' W

RNAV (GPS) RWY 35

VORTAC ELW 108.6 Chan 23	APP CRS 039°	Rwy Idg TDZE Apt Elev	6002 758 782
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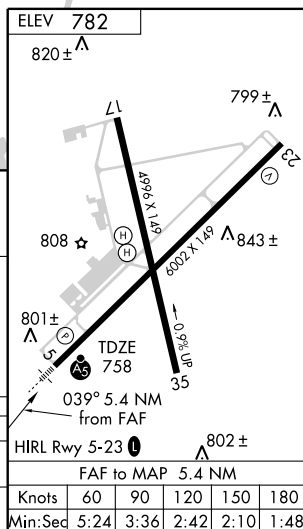
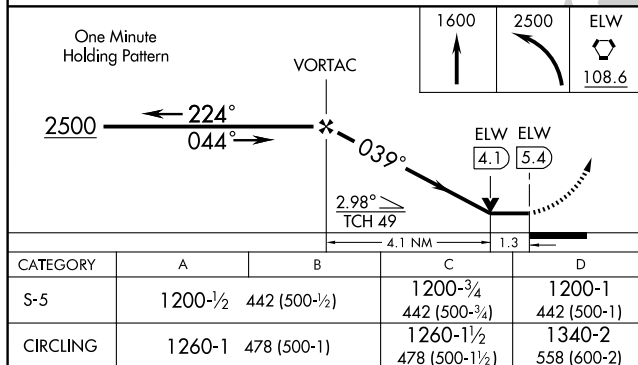
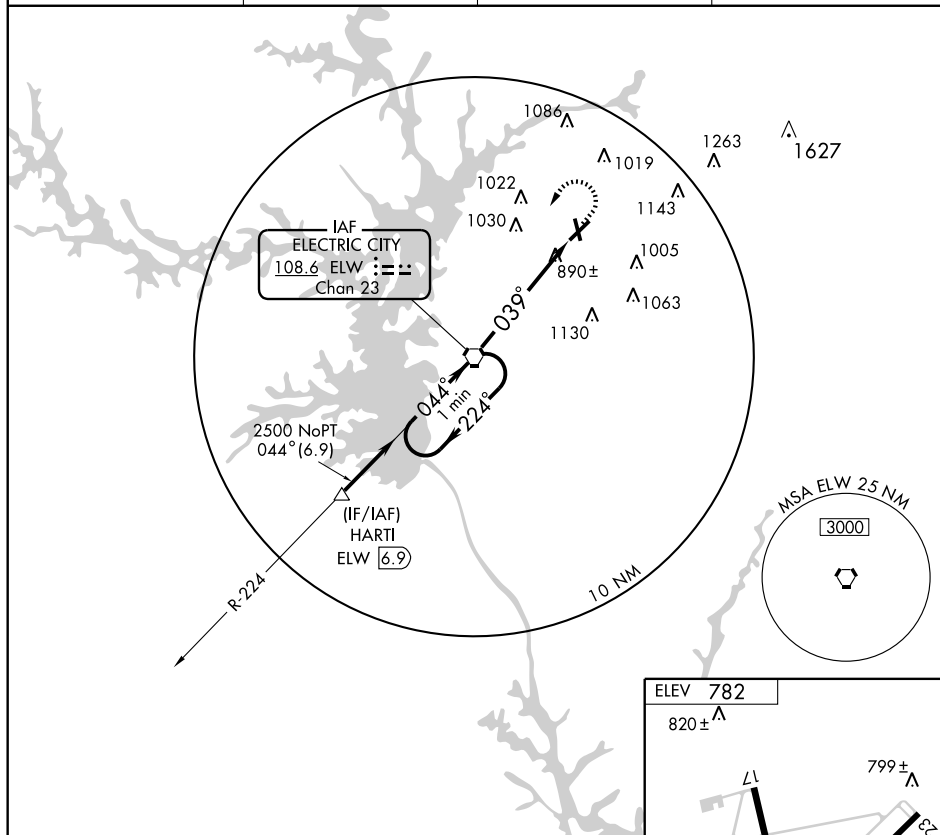
VOR RWY 5
ANDERSON RGNL (AND)

V If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet.
A VDP NA when using Clemson altimeter setting.



MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS 120.675	GREER APP CON ★ 118.8 385.4	CTAF 123.6	UNICOM 122.95
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ANDERSON RGNL (AND) 3 SW UTC-5(-4DT) N34°29.68' W82°42.56'

ATLANTA

782 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index A NOTAM FILE AND

H-9B, 12G, L-25C

Rwy 05-23: H6002X149 (ASPH) S-50.5, D-67.5, 2S-85 HIRL

IAP

Rwy 05: MALSR. PAPI(P4L). Trees.

Rwy 23: SAVASI(S2L)—GA 3.0°TCH 30'. Trees.

Rwy 17-35: H4996X149 (ASPH) S-16.5, D-23 0.9% up N

Rwy 17: Trees.

Rwy 35: Trees.

AIRPORT REMARKS: Attended 1230-0030Z†. For svc call 864-260-4163. Arpt unattended Thanksgiving, Christmas and New Years Day. After hours, 100LL fuel avbl by self-service. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 864-260-4163. Rwy 17-35 not avbl for air carrier use. Rwy 17-35 widespread cracks. Wildlife on and in/ov arpt, more active at dusk and dawn. Profile of Rwy 05-23 restricts visibility from thld Rwy 05 to thld Rwy 23. Twy lgts from apron to Rwy 05 only. ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: ASOS 120.675 (864) 226-9522.

COMMUNICATIONS: CTAF 123.6 UNICOM 122.95

RCO 123.6 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 127.5 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND. VHF/DF etc FSS.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 040° 5.9 NM to fld. 736/00E.

ILS 111.9 I-AND Rwy 05. Class IB.

COMM/NAV/WEATHER REMARKS: Ctc Anderson Radio for airport advisory service on 123.6.

HELIPAD H1: H50X50 (CONC) S-30

HELIPAD H2: H50X50 (CONC) S-30

HELIPORT REMARKS: Helicopters with skids are restricted to land on helipads or grassed areas. ACTIVATE perimeter lgts H1 and H2—CTAF.

ANDREWS N33°27.09' W079°31.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 255 PHH at Robert F. Swinnie. Unusable byd 20 NM.

L-24I

ANDREWS

ROBERT F SWINNIE (PHH) 2 E UTC-5(-4DT) N33°27.10' W79°31.57'

CHARLOTTE

26 B NOTAM FILE AND

L-24I

Rwy 18-36: H3001X60 (ASPH) S-11, D-22 MIRL 0.3% up S

IAP

Rwy 18: VASI(V2L)—GA 3.0° TCH 38'. Tree.

Rwy 36: VASI(V2L)—GA 3.0° TCH 34'.

AIRPORT REMARKS: Unattended. Rwy 18-36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

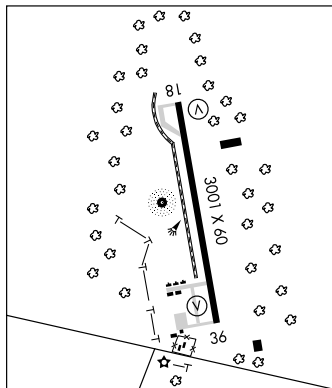
RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 043° 42.2 NM to fld. 39/05W. HIWAS.

ANDREWS NDB (MHW) 255 PHH N33°27.09' W079°31.64'

at fld. Unusable byd 20 NM. NOTAM FILE AND.



ASHLY N32°58.58' W80°05.85' NOTAM FILE CHS.

CHARLOTTE

NDB (HW/LQM) 329 CH 153° 5.5 NM to Charleston AFB/Intl.

H-9C, 12G, L-23A, 24

NDB PHH 255	APP CRS 354°	Rwy ldg TDZE Apt Elev	3001 27 27
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NDB RWY 36

ANDREWS/ROBERT F. SWINNIE (PHH)

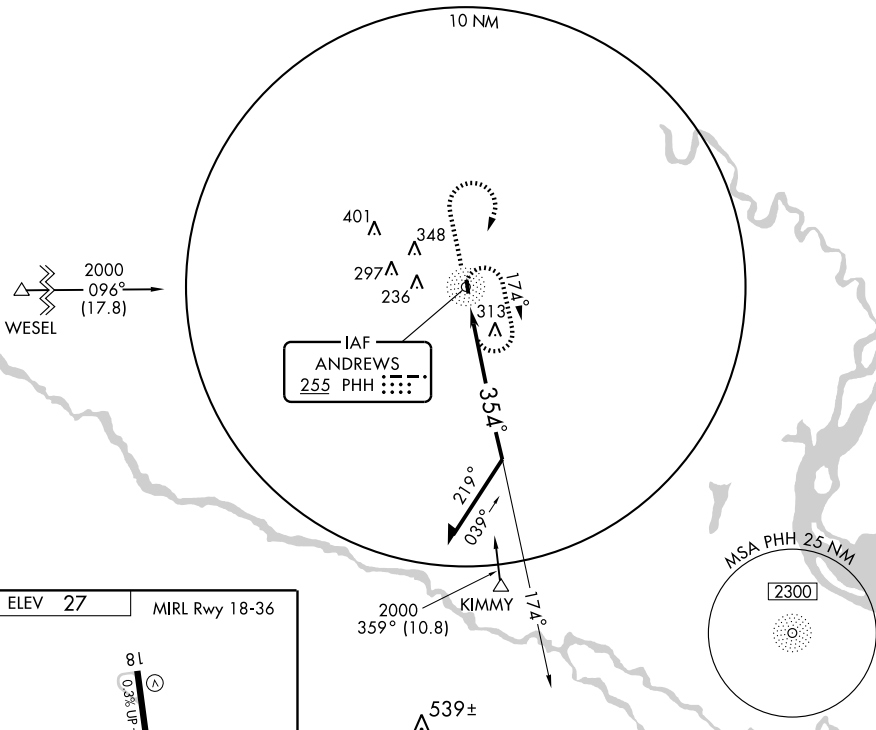
NA Use Myrtle Beach altimeter setting.

MISSED APPROACH: Climbing to 1100 then climbing right turn to 2000 direct to PHH NDB and hold

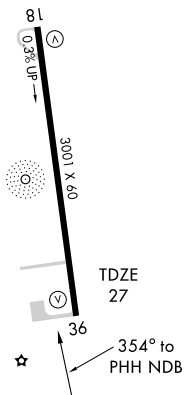
MYRTLE BEACH AWOS-3
124.5

MYRTLE BEACH APP CON
127.4 257.95

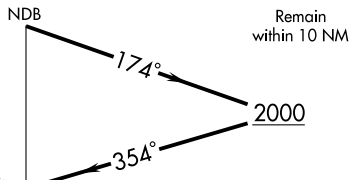
CTAF
122.9



ELEV 27 MRL Rwy 18-36



1100	2000	PHH 255
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CATEGORY	A	B	C	D
S-36	740-1	713 (800-1)	740-2 713 (800-2)	NA
CIRCLING	740-1	713 (800-1)	740-2 713 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

ANDREWS, SOUTH CAROLINA
Orig 02332

ANDREWS/ROBERT F. SWINNIE (PHH)
NDB RWY 36

33° 27'N-79° 32'W

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

BAMBERG CO (99N) 5 W UTC-5(-4DT) N33°18.27' W81°06.51'

CHARLOTTE
L-241

231 B NOTAM FILE AND

RWY 05-23: H3603X60 (ASPH) S-30 D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'.

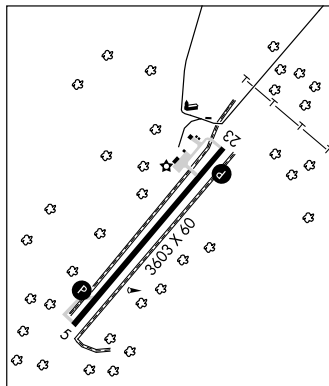
AIRPORT REMARKS: Unattended. MIRL Rwy 05-23 opr dusk-0300Z+, after 0300Z+ ACTIVATE MIRL and PAPI Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OGB.

EDISTO (T) VORW/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' 239° 15.5 NM to fld. 189/05W.



BARNWELL RGNL (BNL) 1 NW UTC-5(-4DT) N33°15.48' W81°23.28'

CHARLOTTE

246 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-241
IAP

RWY 05-23: H4835X70 (ASPH) S-12

RWY 23: Rgt tfc.

RWY 17-35: H5119X100 (ASPH) S-20, D-60 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z+. Self svc fuel and 93 octane avbl with credit card. Rwy 05-23 pavement cracked with grass growing through producing loose stones. ACTIVATE ODALS Rwy 17, MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (803) 259-4536.

COMMUNICATIONS: CTAF/UNICOM 122.8

JACKSONVILLE CENTER APP/DEP CON 132.5

GCO 125.725 (JACKSONVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 207° 39.6 NM to fld. 400/02W.

BEAUFORT CO (ARW) 3 SE UTC-5(-4DT) N32°24.73' W80°38.06'

CHARLOTTE

9 B FUEL 100LL, JET A TPA-1009(1000) NOTAM FILE AND

L-24H
IAP

RWY 07-25: H3434X75 (ASPH) S-12.5 MIRL

RWY 07: PAPI(P2L)—GA 3.45° TCH 29'. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 21'.

AIRPORT REMARKS: Attended 1200-0000Z+. Self svc fuel avbl 24 hrs.

Parachute Jumping. Deer, seagulls and geese on and in/ov arpt.

Rwy 25 has 5' bushes 100' from thld. P-lines 100' located

2400' SW AER 07. Rwy 07 PAPI OTS indef. MIRL Rwy 07-25

preset low ints, to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (843) 524-1000.

COMMUNICATIONS: CTAF/UNICOM 122.7

® BEAUFORT APP/DEP CON 118.45 Mon-Thur (1200-0400Z+), Fri (1200-2300Z+), Clsd holidays.

JACKSONVILLE CENTER APP/DEP CON 120.85 Mon-Thur (0400-1200Z+),

Fri-Sun (2300-1200Z+). CLNC DEL 121.725

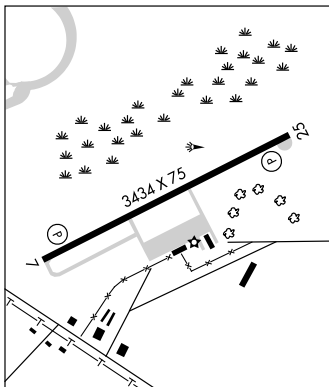
RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 067° 32.8 NM to fld. 9/6W. HIWAS.

ASR (Mon-Fri 1100-0500Z+, Sat 1300-2100Z+, Sun

2000-0400Z+)



WAAS CH 90418 W17A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5119 246 246
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RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

▼ Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 83 feet and all MDA 100 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile, increase Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. Circling NA to Rwy 05/23 at night.

ODALS



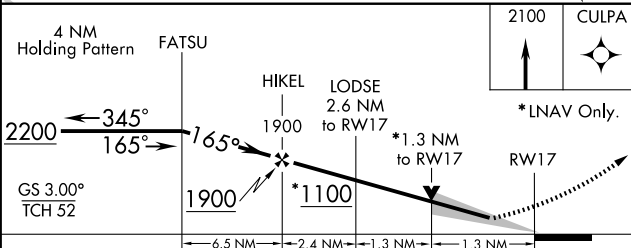
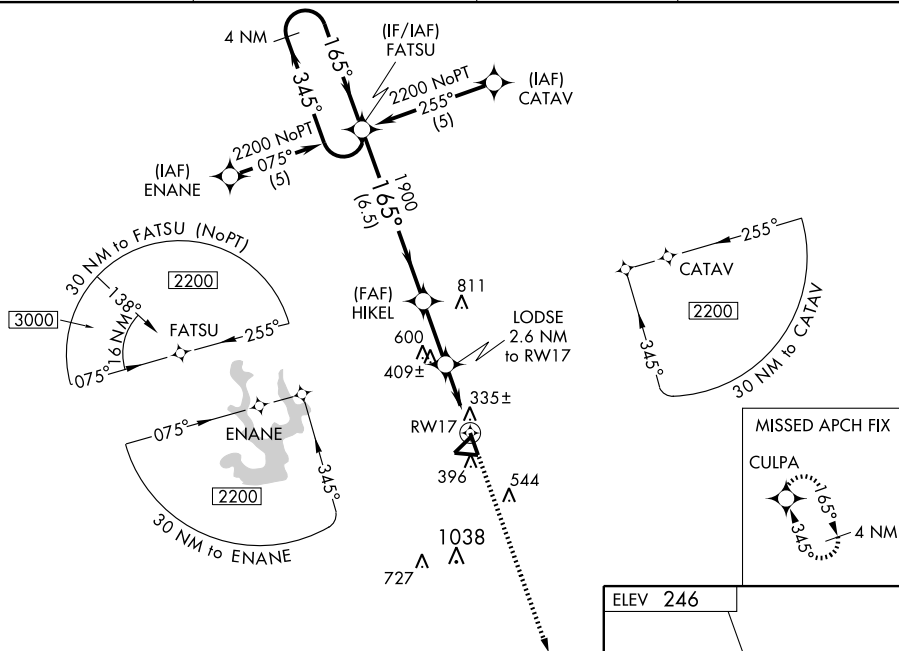
MISSED APPROACH:
Climb to 2100 direct
CULPA and hold.

AWOS-3
119.775

JACKSONVILLE CENTER
132.5 363.2

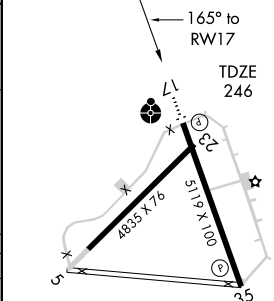
GCO
121.725

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	476-¾ 230 (300-¾)			
LNAV/VNAV DA	605-1¼ 359 (400-1¼)			
LNAV MDA	700-¾ 454 (500-¾)	700-1¼ 454 (500-1¼)	700-1½ 454 (500-1½)	700-1½ 454 (500-1½)
CIRCLING	700-1 454 (500-1)	700-1½ 454 (500-1½)	900-2 654 (700-2)	900-2 654 (700-2)

ELEV 246



REIL Rwy 17
MIRL Rwy 17-35 0

APP CRS	Rwy Idg	5119
345°	TDZE	246
	Apt Elev	246

RNAV (GPS) RWY 35

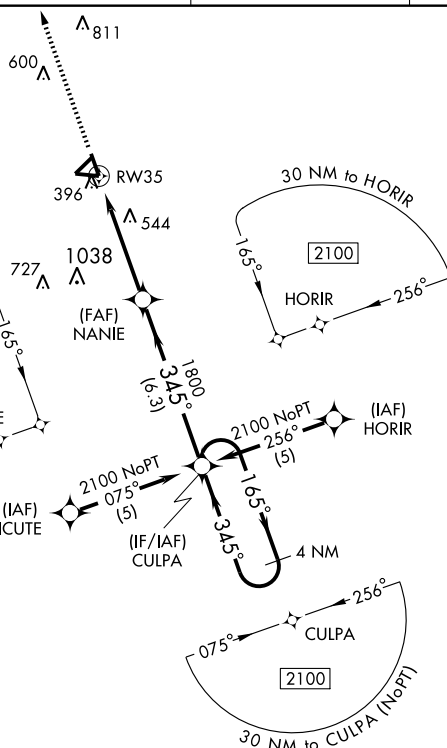
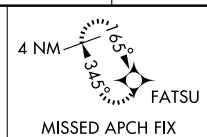
BARNWELL RGNL (BNL)

alimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

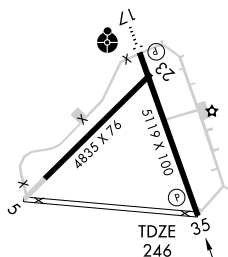
AWOS-3
119,775

JACKSONVILLE CENTER
132.5 363.2

GCO
121.725

UNICOM
122.8 (CTAF) **L**

ELEV 246



REIL Rwy 17
MIRL Rwy 17-35 **L**

BARNWELL, SOUTH CAROLINA
Orig 10154

33° 15' N-81° 23' W

BARNWELL RGNL (BNL)

RNAV (GPS) RWY 35

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

BAMBERG CO (99N) 5 W UTC-5(-4DT) N33°18.27' W81°06.51'

CHARLOTTE
L-241

231 B NOTAM FILE AND

RWY 05-23: H3603X60 (ASPH) S-30 D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'.

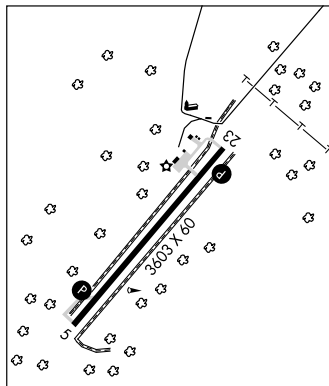
AIRPORT REMARKS: Unattended. MIRL Rwy 05-23 opr dusk-0300Z+, after 0300Z+ ACTIVATE MIRL and PAPI Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OGB.

EDISTO (T) VORW/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' 239° 15.5 NM to fld. 189/05W.



BARNWELL RGNL (BNL) 1 NW UTC-5(-4DT) N33°15.48' W81°23.28'

CHARLOTTE

246 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-241

RWY 05-23: H4835X70 (ASPH) S-12

RWY 23: Rgt tfc.

RWY 17-35: H5119X100 (ASPH) S-20, D-60 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z+. Self svc fuel and 93 octane avbl with credit card. Rwy 05-23 pavement cracked with grass growing through producing loose stones. ACTIVATE ODALS Rwy 17, MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (803) 259-4536.

COMMUNICATIONS: CTAF/UNICOM 122.8

JACKSONVILLE CENTER APP/DEP CON 132.5

GCO 125.725 (JACKSONVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 207° 39.6 NM to fld. 400/02W.

BEAUFORT CO (ARW) 3 SE UTC-5(-4DT) N32°24.73' W80°38.06'

CHARLOTTE

9 B FUEL 100LL, JET A TPA-1009(1000) NOTAM FILE AND

L-24H

RWY 07-25: H3434X75 (ASPH) S-12.5 MIRL

RWY 07: PAPI(P2L)—GA 3.45° TCH 29'. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 21'.

AIRPORT REMARKS: Attended 1200-0000Z+. Self svc fuel avbl 24 hrs.

Parachute Jumping. Deer, seagulls and geese on and in/ov arpt.

Rwy 25 has 5' bushes 100' from thld. P-lines 100' located

2400' SW AER 07. Rwy 07 PAPI OTS indef. MIRL Rwy 07-25

preset low ints, to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (843) 524-1000.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ BEAUFORT APP/DEP CON 118.45 Mon-Thur (1200-0400Z+), Fri (1200-2300Z+), Clsd holidays.

JACKSONVILLE CENTER APP/DEP CON 120.85 Mon-Thur (0400-1200Z+),

Fri-Sun (2300-1200Z+). CLNC DEL 121.725

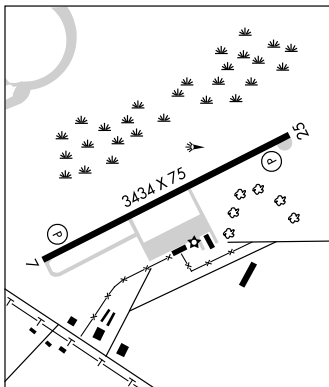
RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 067° 32.8 NM to fld. 9/6W. HIWAS.

ASR (Mon-Fri 1100-0500Z+, Sat 1300-2100Z+, Sun

2000-0400Z+)



APP CRS
067°

Rwy Idg **3434**
TDZE
Apt Elev **9**

RNAV (GPS) RWY 7

BEAUFORT COUNTY (ARW)

V DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters
A NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting
ASR and increase all MDA 20 feet.

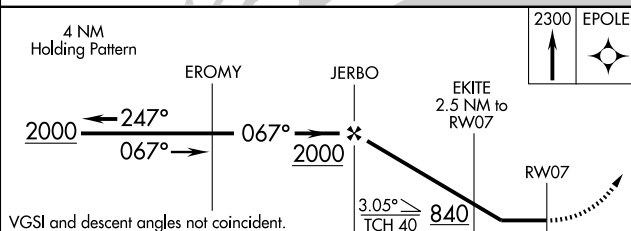
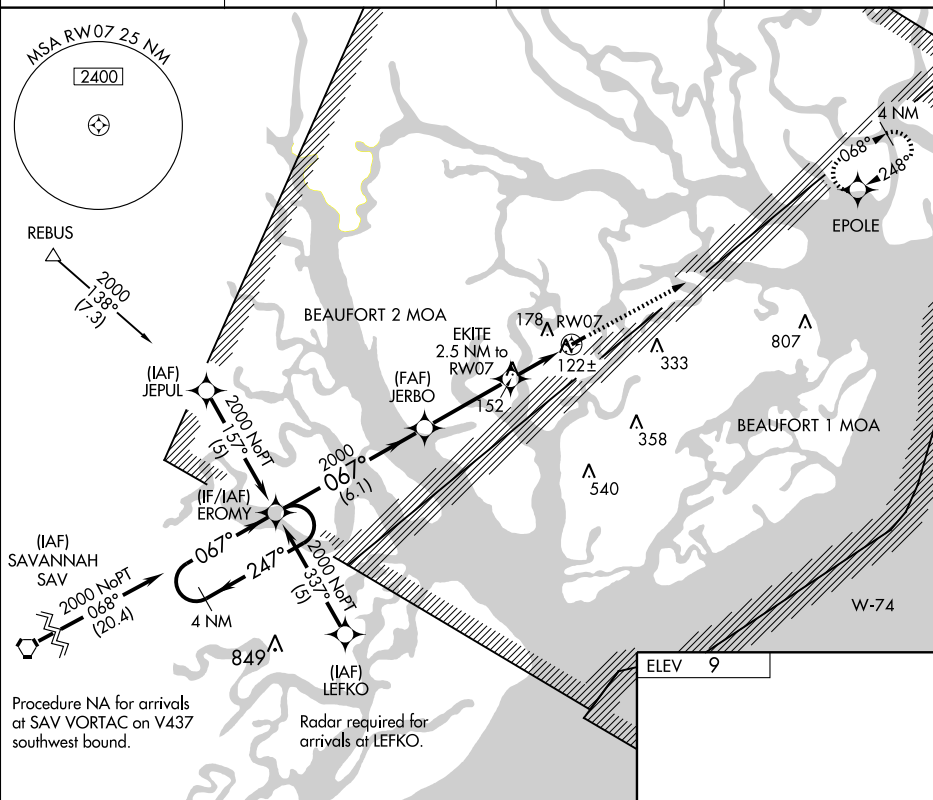
MISSED APPROACH: Climb to
2300 direct EPOLE and hold.

AWOS-3
119.675

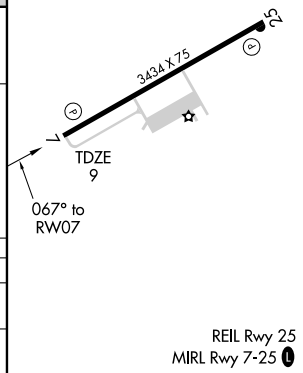
BEAUFORT APP CON ★
118.45 292.125

CLNC DEL
121.725

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	380-1	371 (400-1)		NA
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA



WAAS CH 69418 W25A	APP CRS 247°	Rwy Idg 3434 TDZE Apt Elev 9
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RNAV (GPS) RWY 25

BEAUFORT COUNTY (A.R.W.)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS altimeter setting.

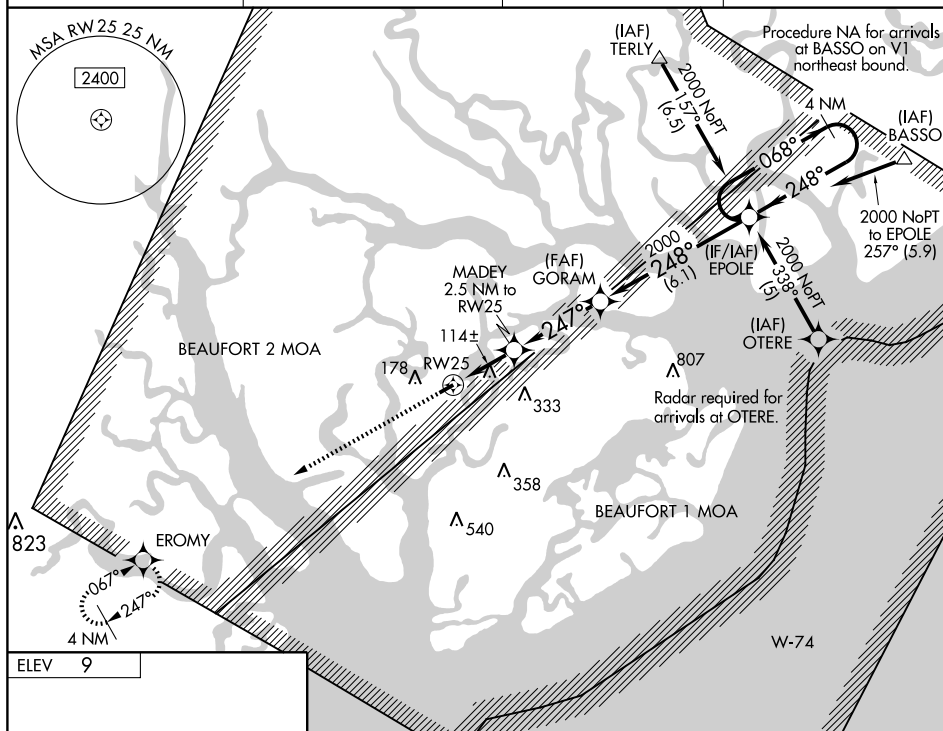
MISSED APPROACH:
Climb to 2000 direct EROMY and hold.

AWOS-3
119.675

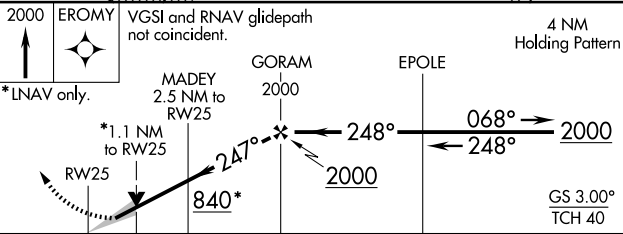
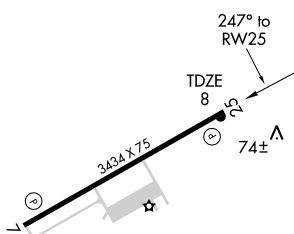
BEAUFORT APP CON★
118.45 292.125

CLNC DEL
121.725

UNICOM
122.7 (CTAF) 0



ELEV **9**



CATEGORY	A	B	C	D
LPV DA	208-1	200 (200-1)		NA
LNAV/VNAV DA	334-1¼	326 (400-1¼)		NA
LNAV MDA	380-1	372 (400-1)		NA
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA

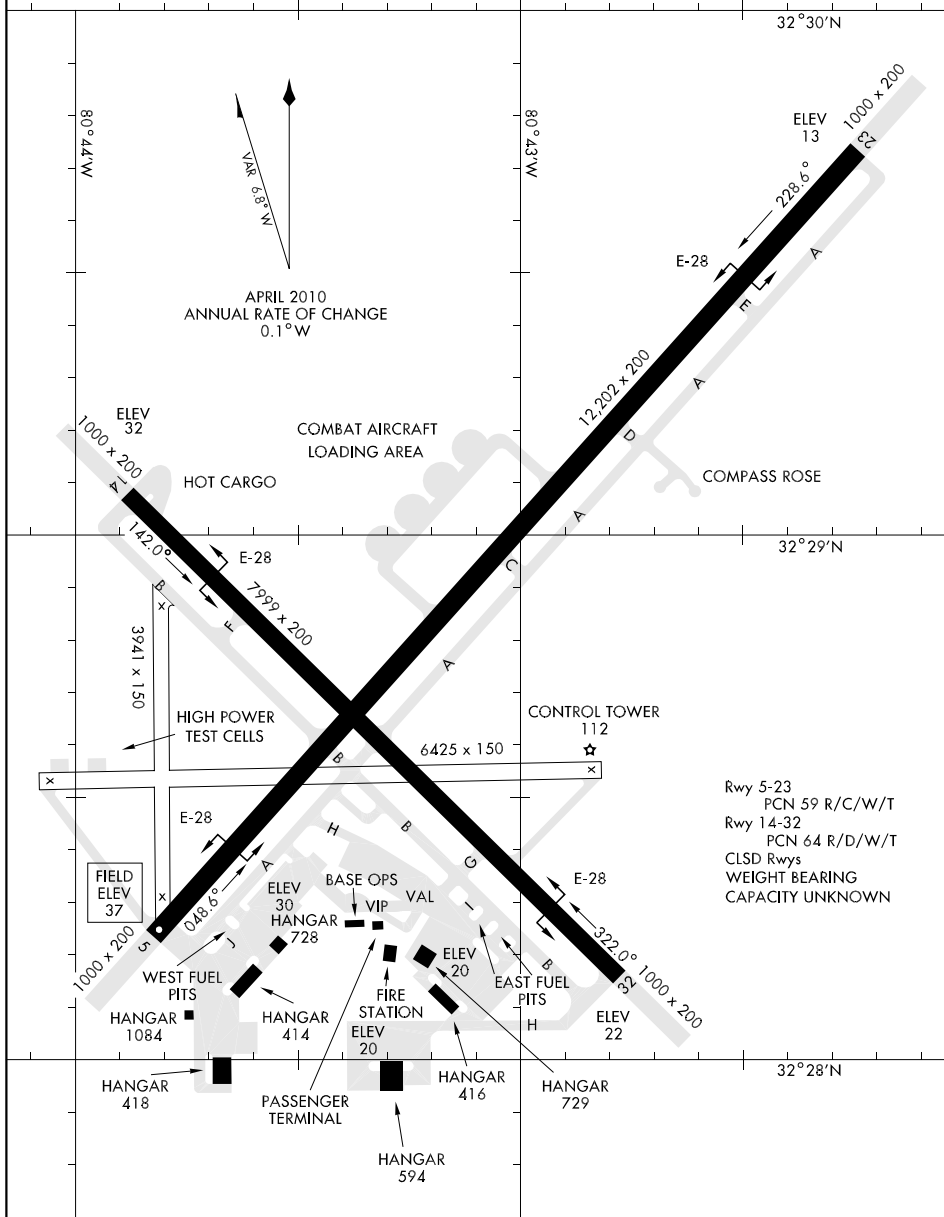
REIL Rwy 25
MIRL Rwy 7-25 0

AIRPORT DIAGRAM

AFD-916 [USN]

BEAUFORT, SOUTH CAROLINA

ATIS★ 256.15
 BEAUFORT TOWER★
 119.05 342.875
 GND CON
 128.15 348.625
 CLNC DEL
 128.15 348.625



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEAUFORT, SOUTH CAROLINA

BEAUFORT MCAS (MERRITT FIELD) (KNBC)

BEAUFORT MCAS (MERRITT FLD) (NBC)(KNBC) MC 3 NW UTC-5(-4DT)**CHARLOTTE**

N32°28.83' W80°43.15'

H-9B, 126, L-241

37 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE AND Not insp.

DIAP, AD**RWY 05-23:** H12202X200 (PEM) PCN 59 R/C/W/T HIRL**RWY 05:** SALSF, PAPI(P4L)—GA 3.0° TCH 49'. **RWY 23:** ALSF1, PAPI(P4L)—GA 3.0° TCH 53'.**RWY 14-32:** H7999X200 (PEM) PCN 64 R/D/W/T HIRL**RWY 14:** PAPI (P4R)—GA 3.0° TCH 40'. **RWY 32:** PAPI (P4R)—GA 3.0° TCH 40'.**RWY 10-28:** H6425X150 (ASPH)**RWY 18-36:** H3941X150 (ASPH)**ARRESTING GEAR/SYSTEM****RWY 05** HOOK E28(B) (2050')HOOK E28(B) (1900') **RWY 23****RWY 14** HOOK E28(B) (1250')HOOK E28(B) (1248') **RWY 32**

MILITARY SERVICE: A-GEAR E-28 on all rwy and in raised position except on ldg rwy. **FUEL J5** **TRAN ALERT** Tran svc avbl 1200-2300Z† Mon-Fri only CLOSED natl hol. (See RSTD for additional tran acct info). Tran acct expect truck refuel. Tran acct maint unavbl. Tran aviation ordnance svc avbl. Lavatory svc unavbl. Jasu, fluid, and oil unavbl.

MILITARY REMARKS: Opr Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, CLOSED holidays. Other times open by NOTAM for special ops only. **RSTD** Rwy 10-28 and Rwy 18-36 CLOSED until further notice. Due to limited tran svc avbl.

Prior ntc all inbound tran acct to include AMC, JOSAC, alternate afld and diverts. Prior ntc approval good for +/- 1 hr of coordinated time. Ctc Base OPS DSN 335-7301/2/3/ C843-228-7301/2/3. Fax DSN 335-7874, C843-228-7874. Heavy acct rstd from use of VIP line. **CAUTION** Severe bird activity Oct-Apr. Wildlife on rwy during periods of darkness. Check ATIS for bird aircraft strike hazard updates. **TFC PAT TPA**—Overhead 1500(1463), conventional 800(763), helicopter call entering Class D Airspace blo 800(763). Multiple apch Rwy 32 not authorized. Reduced rwy separation standard in effect USN/USMC acct. Touch and go duty rwy only. **CSTMS/AG/IMG** Ltd CSTMS/AG avbl mil acct only, 24 hr prior notice rqr. Ctc Customs DSN 335-6161, C843-228-6161. **MISC** All acct with passenger, cargo, VIP ctc PTD 20 min prior to landing. ALCE team require for all AMC mission.

COMMUNICATIONS: SFA ATIS 256.15 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays.)

Ⓡ **APP/DEP CON** 123.7 328.425 (3000' and blo) 118.45 292.125 (abv 3000') (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†), other times by NOTAM.

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 120.85 322.5

TOWER 119.05 342.875 363.15 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays.) other times by NOTAM.

GND CON/CLNC DEL 128.15 348.625 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd Sat-Sun and holidays)**PMSV METRO** 264.5 (Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd holidays) **BASE OPS** 281.8

AIRSPACE: CLASS D svc Mon-Thu 1200-0400Z†, Fri 1200-2300Z†, clsd holidays, other times Class E other times by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

(L) **TACAN** Chan 42 NBC (110.5) N32°28.74' W80°43.04' at fld. 49/5W. TACAN unusable 300°-010° byd 30 NM blo 5,000'. Unavbl Mon-Fri 0400-1200Z† and all day weekends except when afld is open by NOTAM.

ASR/PAR**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**BENNETTSTVILLE** N34°37.21' W79°43.99' NOTAM FILE AND.**CHARLOTTE****NDB (MHW)** 230 BES at Marlboro Co. Jetport-H.E. Avent Fld.

L-241, 25E, 35A, 36E

TACAN Chan 42	NBC 221°	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37
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JAL-916 [USN]

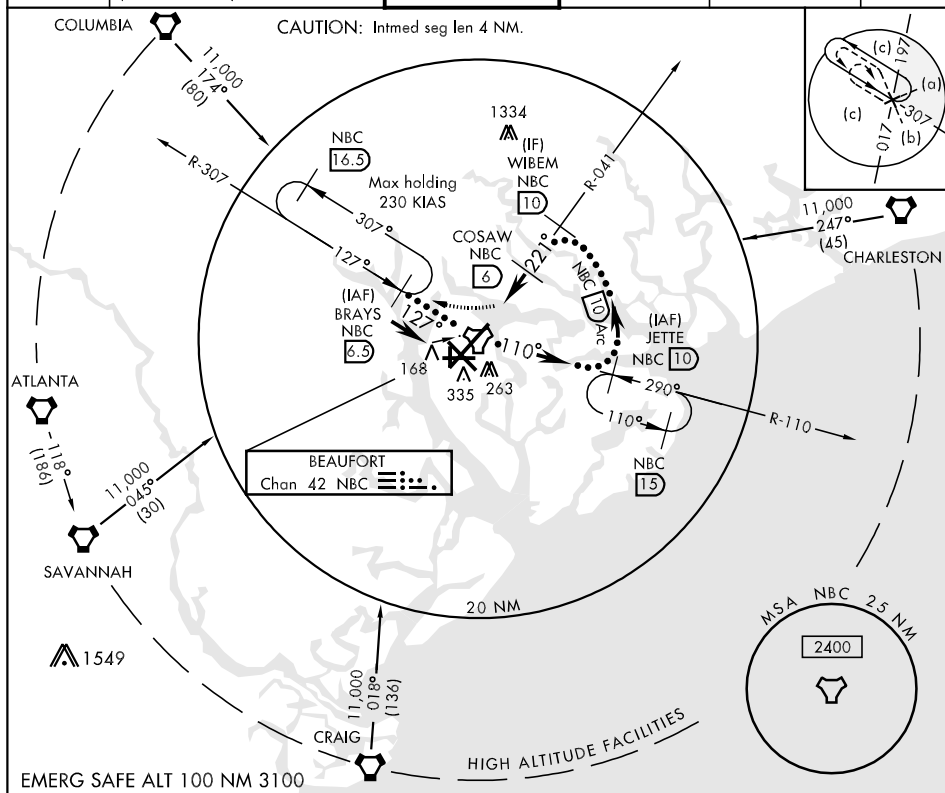
BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis CAT C to 1 mile,
CAT DE to 1¼ miles.

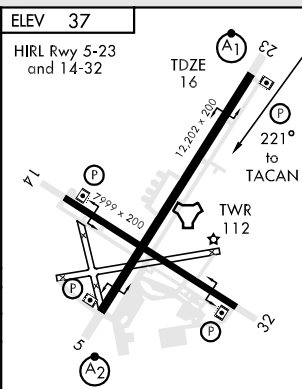


MISSED APPROACH: Climbing right turn to 3000, join NBC
R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/PAR
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3000 NBC R-307	BRAYS NBC 6.5	BRAYS R-307 6.5	TACAN	JETTE R-110 5000 3000	WIBEM R-041 10	COSAW 6	WEMSA 1.7	2300
16,000	11,000	127°	110°	221°	221°	1500	4.3 NM	
2.81°	TCH 53							
CATEGORY	C	D	E					
S-23 *	360-¾	344	(400-¾)					
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)					



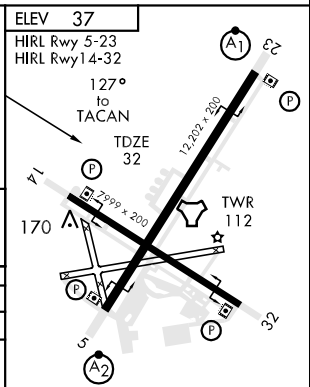
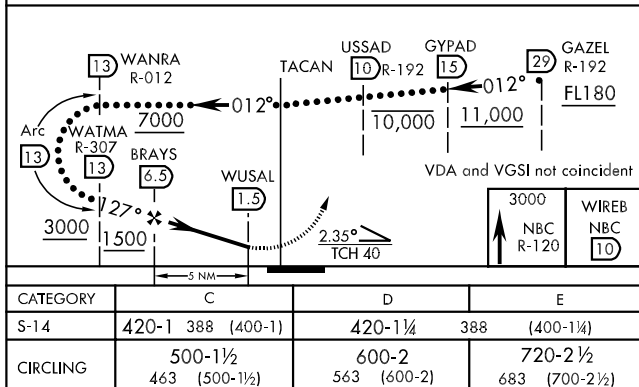
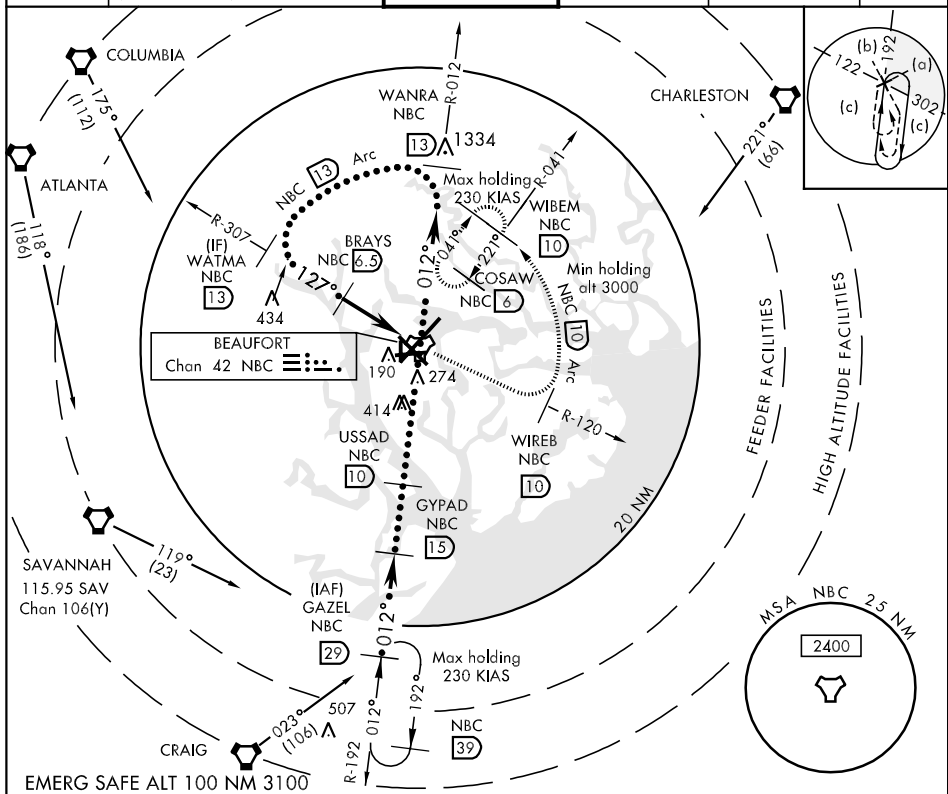
TACAN NBC Chan 42	APCH CRS 127°	Rwy ldg 7999 TDZE 32 Arpt Elev 37
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JAL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/PAR
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TACAN	NBC	APCH CRS	Rwy ldg	12,202
Chan 42	221°	221°	TDZE	16
			Arpt Elev	37

JAL-916 [USN]

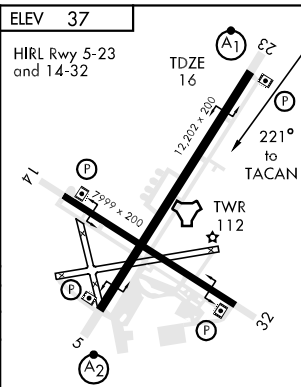
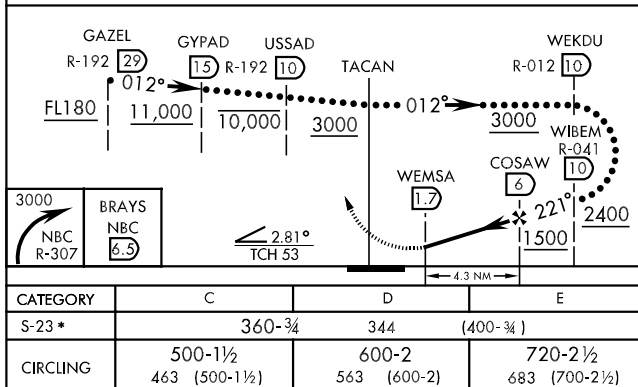
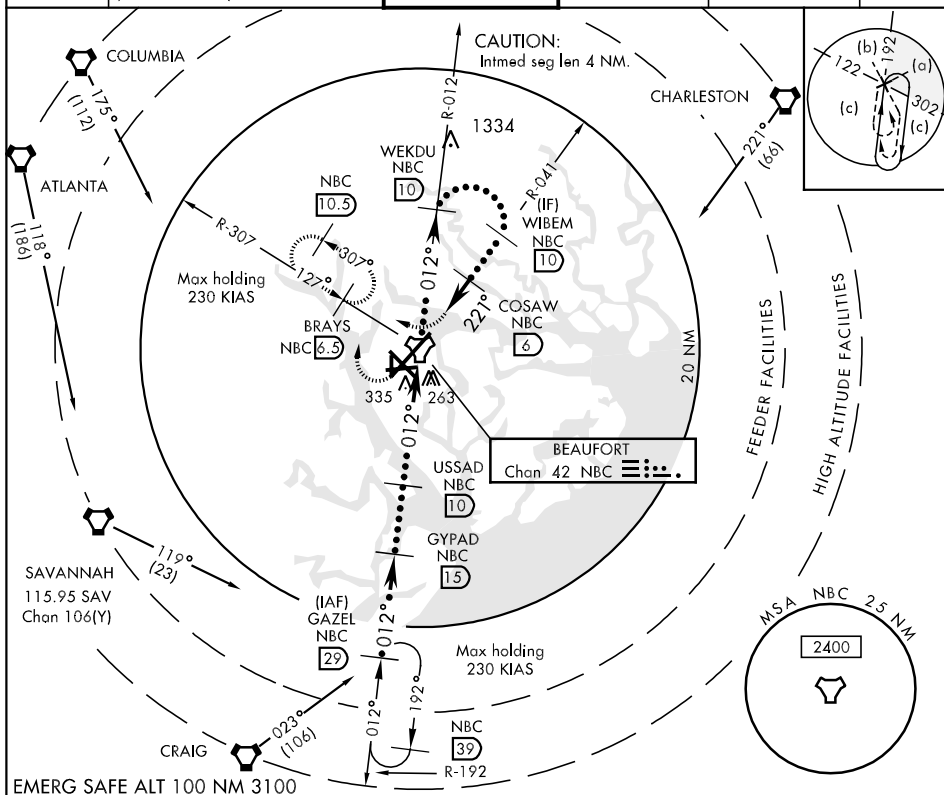
BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1½ miles.



MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



HI-TACAN Z RWY 14

BEAUFORT MCAS (MERRITT FLD) (KNBC)

ASR/PAR



HI-TACAN Z RWY 14

TACAN	NBC	APCH CRS	Rwy ldg	12,202
Chan	42	221°	TDZE	16
			Arpt Elev	37

JAL-916 [USN]

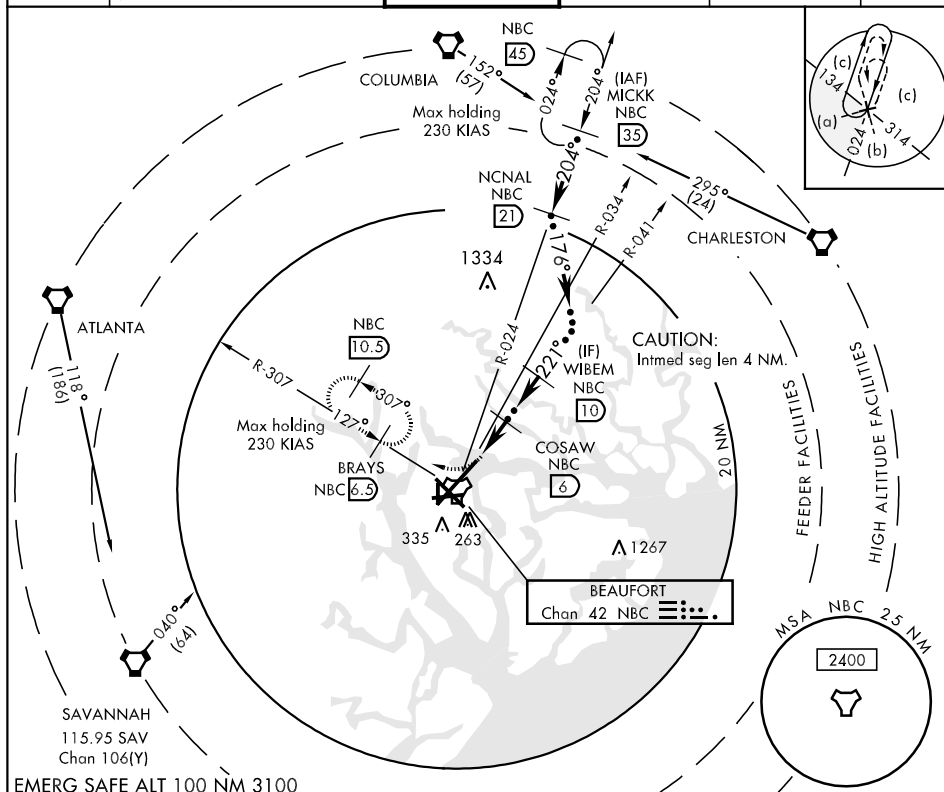
BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

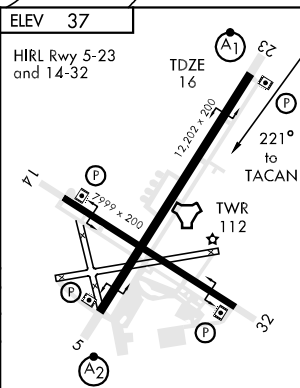
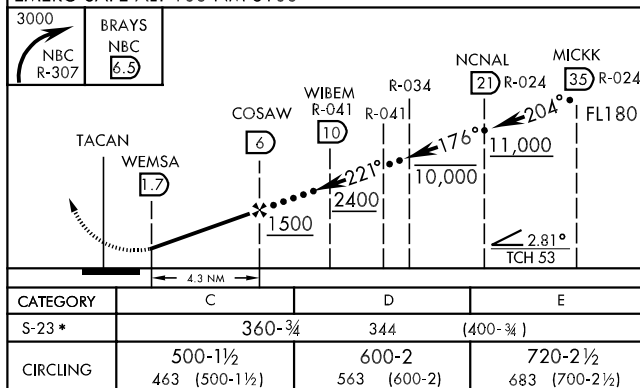


MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



EMERG SAFE ALT 100 NM 3100



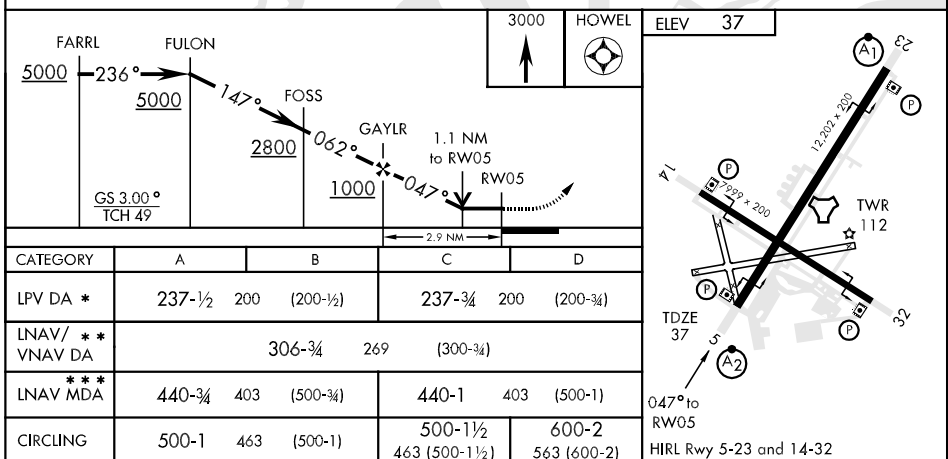
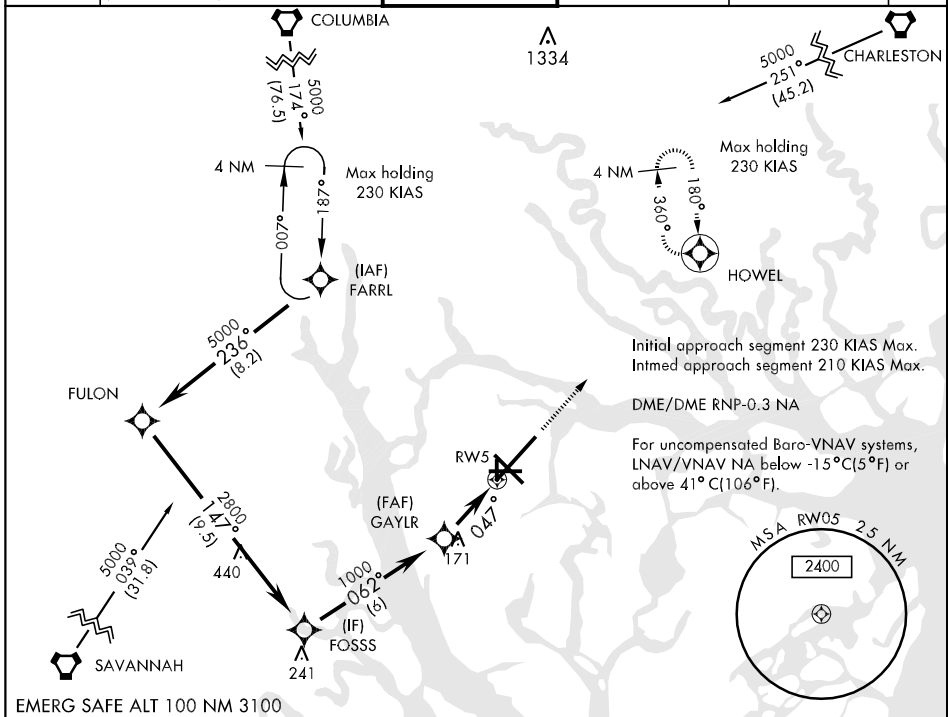
WAAS Chan 90095 W05A	APCH CRS 047°	Rwy Idg 12,202 TDZE 37 Arpt Elev 37	AL-916 [USN]	RNAV (GPS) RWY 3 BEAUFORT MCAS (MERRITT FLD) (KNBC)
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* When ALS inop, increase vis CAT AB to $\frac{3}{4}$ mile.
 ** When ALS inop, increase vis CAT ABCD to 1 mile.
 *** When ALS inop, increase vis CAT AB to 1 mile,
 CAT CD to $1\frac{1}{4}$ miles.

SALSF

MISSED APPROACH: Climb to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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WAAS Chan 91240 W14A	APCH CRS 140°	Rwy Idg 7999 TDZE 32 Arpt Elev 37
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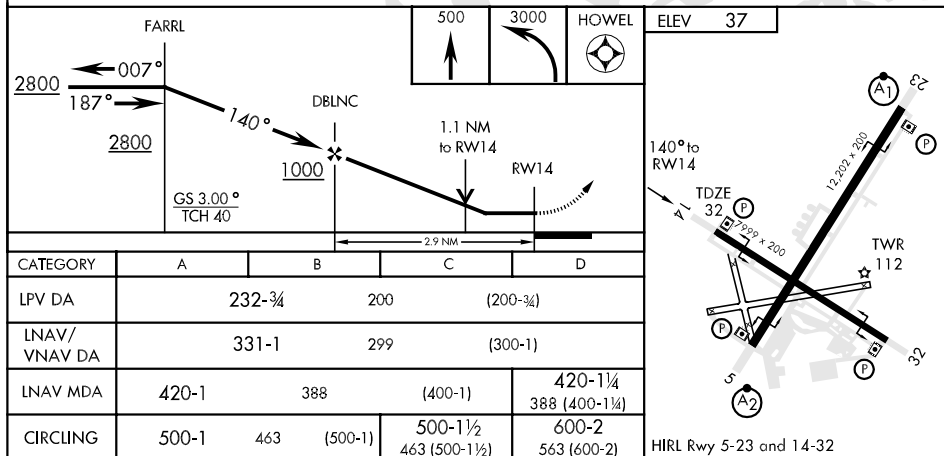
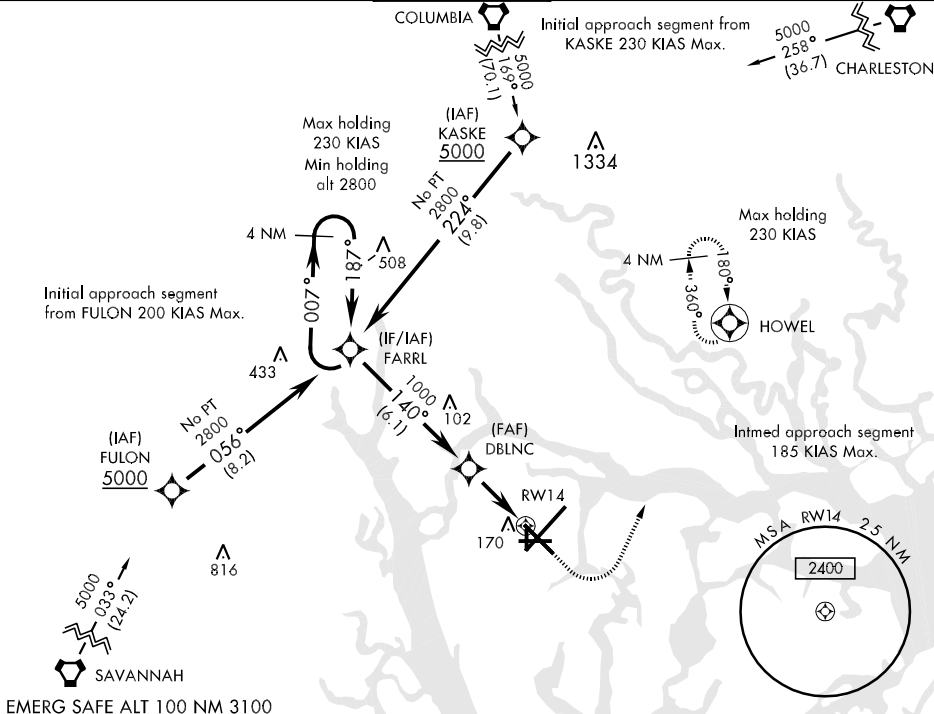
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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WAAS Chan 93379 W23A	APCH CRS 227°	Rwy Idg 12,202 TDZE 16 Arpt Elev 37
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AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

- * When ALS inop, increase vis CAT ABCD to $\frac{3}{4}$ mile.
- ** When ALS inop, increase vis CAT ABCD to 1 mile.
- ** When ALS inop, increase vis CAT ABC to 1 mile,
CAT D to $1\frac{1}{4}$ miles.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct FARRL and hold. Continue climb in hold to 3000.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425
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BEAUFORT TOWER ★
119.05 342.875

GND CON

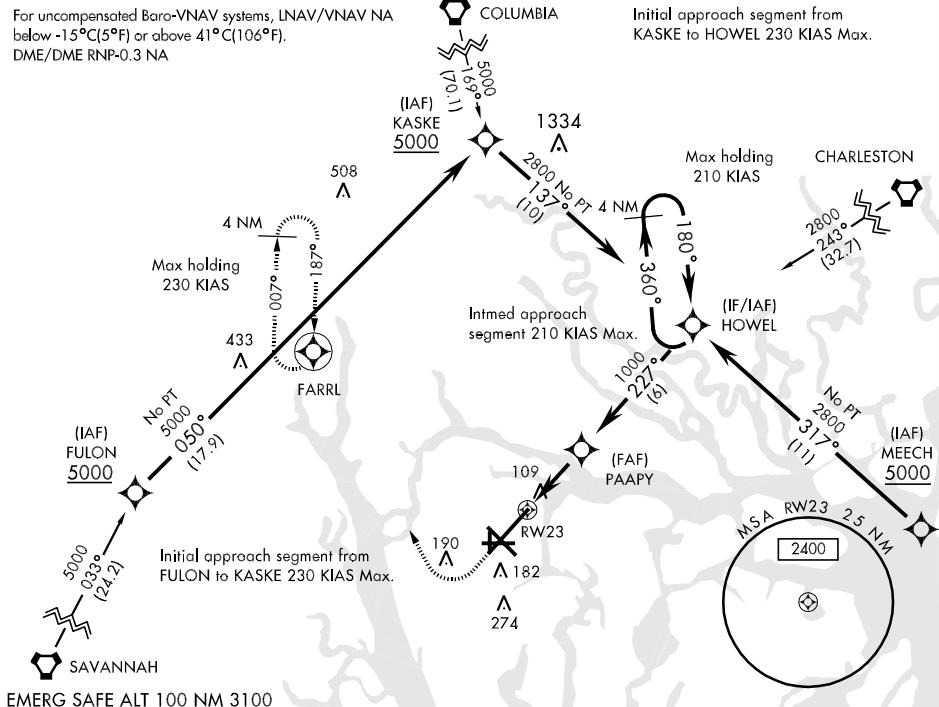
CLNC DEL

ASR/
PAR

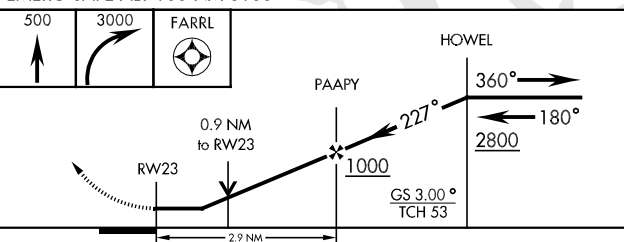
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -15°C(5°F) or above 41°C(106°F).
DME/DME RNP-0.3 NA

COLUMBIA

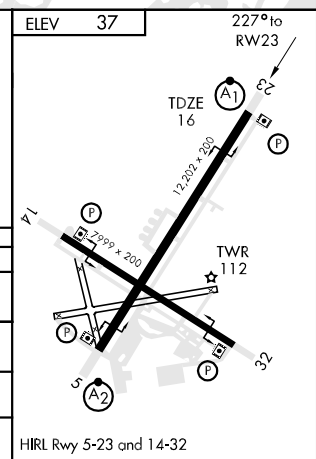
Initial approach segment from
KASKE to HOWEL 230 KIAS Max.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A		B		C		D	
LPV DA *	216-½		200		(200-½)			
LNAV/ ** VNAV DA	270-½	254	(300-½)		270-¾	254	(300-¾)	
*** LNAV MDA	360-½	344	(400-½)		360-¾ 344 (400-¾)	360-1 344 (400-1)		
CIRCLING	500-1	463	(500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)		



BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 10238

RNAV (GPS) RWY 23

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

WAAS Chan 95233 W32A	APCH CRS 320°	Rwy Idg 7999 TDZE 25 Arpt Elev 37
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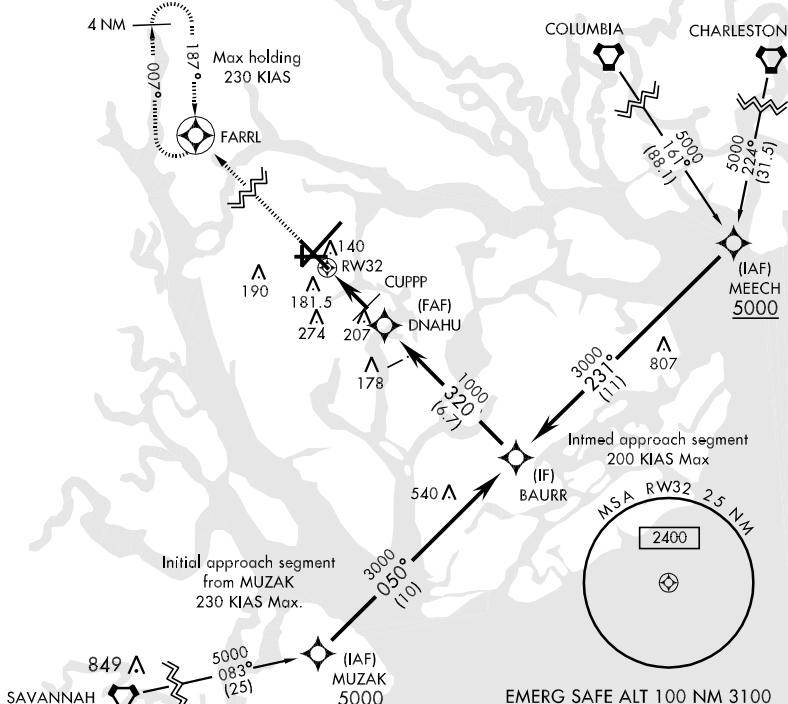
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -15°C(5°F) or above 41°C(106°F).
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct FARRL and hold.
Continue climb in hold to 3000.

ATIS ★ 256.15	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100

3000

FARRL

BAURR

3000

320°

1000

2 NM to DNAHU

1.2 NM to RW32 CUPPP

2 NM to RW32

RW32

GS 3.00°

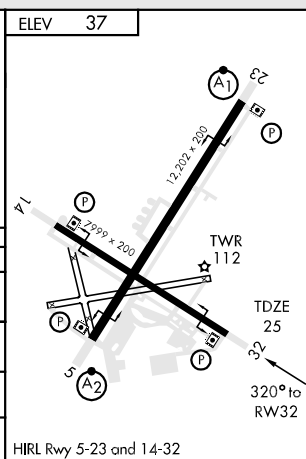
TCH 40°

700

2 NM

9 NM

CATEGORY	A	B	C	D
LPV DA	225-¾	200	(200-¾)	
LNAV/ VNAV DA	301-1	276	(300-1)	
LNAV MDA	400-1	375	(400-1)	400-1¼ 375 (400-1¼)
CIRCLING	500-1	463 (500-1)	500-1½ 463 (500-1½)	600-2 563 (600-2)



HIRL Rwy 5-23 and 14-32

TACAN NBC
Chan **42**

APCH CRS
054°

Rwy Idg **12,202**
TDZE **37**
Arpt Elev **37**

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

*When ALS inop, increase vis. CAT AB to 1 mile,
CAT CD to 1¼ miles, CAT E to 1½ miles.



MISSED APPROACH: Climb to 3000 via NBC R-041 to
COSAW and hold. Continue climb in hold to 3000.

ATIS ★
256.15

BEAUFORT APP CON
(ABV 3000) **125.125 292.125**
(3000 and BLW) **123.7 328.425**

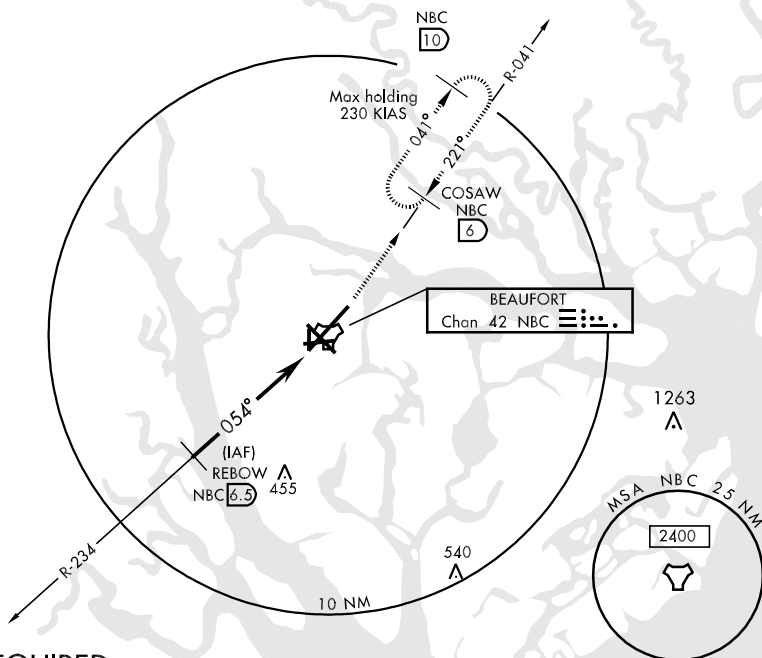
BEAUFORT TOWER ★
119.05 342.875

GND CON
128.15 348.625

CLNC DEL
128.15 348.625

ASR/PAR

△
378



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

ELEV 37

REBOW R-234

6.5

3000



COSAW

6

HIRL Rwy 5-23 and 14-32



1500

5 NM

WUVUB

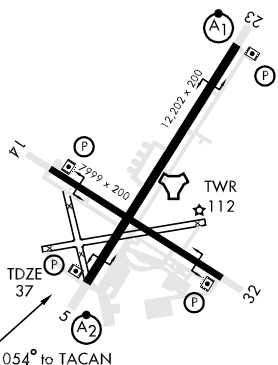
2

1.5

TACAN

VDA and VGSI
not coincident

CATEGORY	A	B	C	D	E
S-5 *	460-¾	423 (500-¾)	460-1	423 (500-1)	460-1¼ 423 (500-1¼)
CIRCLING	500-1	463 (500-1)	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)



TACAN NBC
Chan **42**APCH CRS
127°Rwy Idg
TDZE
Arpt Elev
7999
32
37

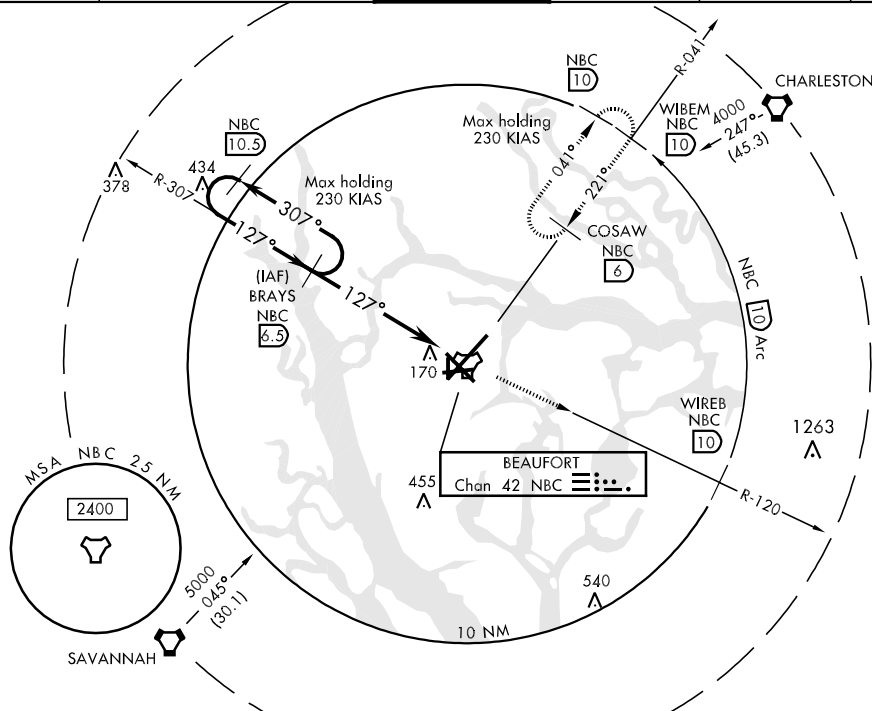
AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on R-120 to WIREB, arc E on 10 mile arc to WIBEM then, via NBC R-041 to COSAW and hold.

ATIS ★
256.15BEAUFORT APP CON
(ABV 3000) **125.125 292.125**
(3000 and BLW) **123.7 328.425**BEAUFORT TOWER ★
119.05 342.875GND CON
128.15 348.625CLNC DEL
128.15 348.625

ASR/PAR

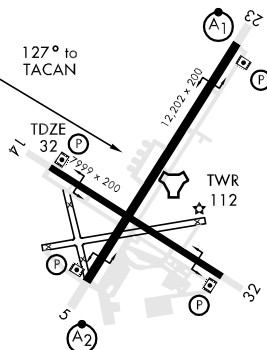
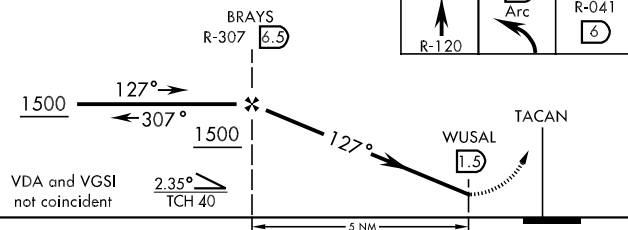


EMERG SAFE ALT 100 NM 3100

ENROUTE FACILITIES

ELEV **37**

HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D	E
S-14	420-1	388 (400-1)		420-1 ¼	388 (400-1 ¼)
CIRCLING	500-1 463 (500-1)		500-1 ½ 463 (500-1 ½)	600-2 563 (600-2)	720-2 ½ 683 (700-2 ½)

TACAN NBC	APCH CRS	Rwy Idg	12,202
Chan 42	221°	TDZE	16
		Arprt Elev	37

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1 1/4 miles.



MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON
256.15	(ABV 3000) 125.125 292.125
	(3000 and BLW) 123.7 328.425

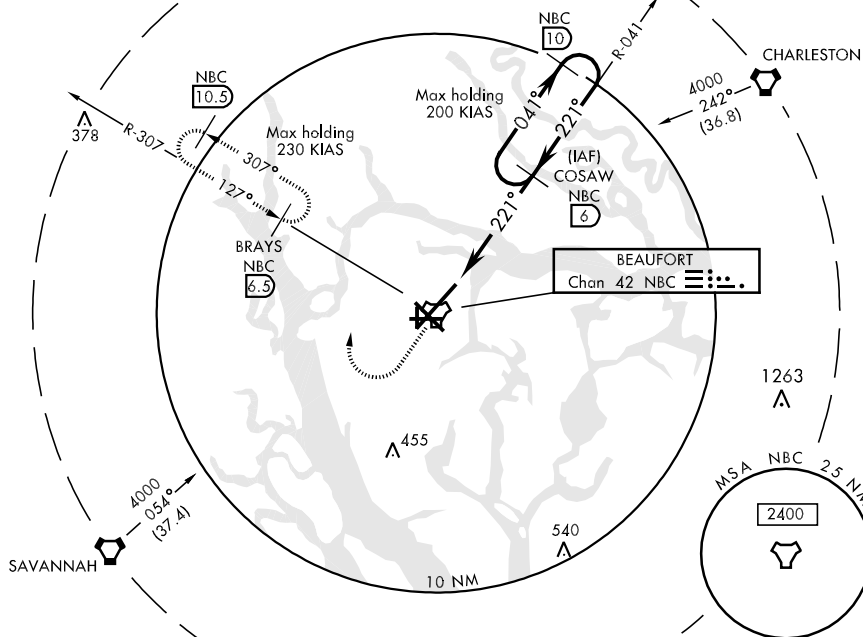
BEAUFORT TOWER ★
119.05 342.875

GND CON
8.15 348.62

CLNC DEL
128.15 348.625

ASR/PAR

CAUTION: Intermediate segment length 4 NM.

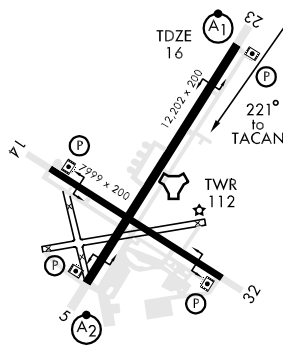
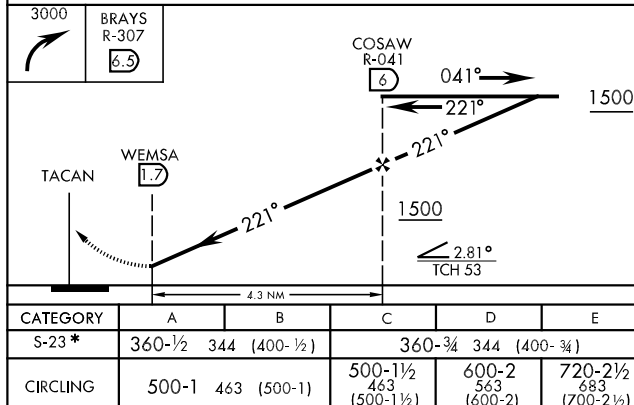


EMERG SAFE ALT 100 NM 3100

ENROUTE FACILITIES

ELEV 37

HIRL Rwy 5-23 and 14-32



BEAUFORT, SOUTH CAROLINA

32° 29' N-80° 43' W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 10238

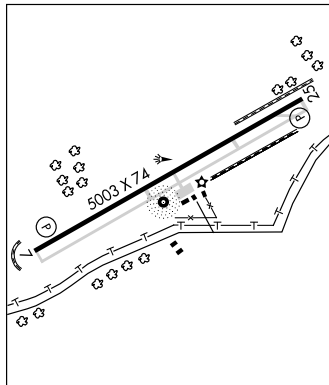
TACAN RWY 23

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

BENNETTSTVILLE

MARLBORO CO JETPORT—H.E. AVENT FLD (BBP) 3 W UTC-5(-4DT) N34°37.30' W79°44.06' CHARLOTTE
 147 B FUEL 100, JET A NOTAM FILE AND H-9C, 12G, L-24J, 25E, 35A, 36E IAP
RWY 07-25: H5003X74 (ASPH) S-28, D-43, 2D-70 MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.
AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†, Sun 1800-2200Z†. For svc Sun call FBO 843-454-2303. For fuel after hrs call 843-862-4359. For FBO call 843-479-4797.
WEATHER DATA SOURCES: AWOS-3 123.825 (843) 479-5817.
COMMUNICATIONS: CTAF/UNICOM 122.8
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)
JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.
FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 354° 23.6 NM to fld. 110/03W. HIWAS.
BENNETTSTVILLE NDB (MHW) 230 BES N34°37.21' W79°43.99' at fld. NOTAM FILE AND.



BERKELEY CO (See MONCKS CORNER)

BISHOPVILLE

LEE CO-BUTTERS FLD (52J) 2 N UTC-5(-4DT) N34°14.67' W80°14.16' CHARLOTTE
 211 NOTAM FILE AND L-24J, 25E, 36E
RWY 06-24: H3200X60 (ASPH)
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.
CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03' W80°16.50' 178° 24.4 NM to fld. 560/03W.

BRANHAM (See DARLINGTON)

CALAB N33°53.12' W78°37.80' NOTAM FILE CRE. CHARLOTTE
NDB (LOM) 267 CR 233° 6.4 NM to Grand Strand.

CALHOUN FALLS

HESTER MEML (ØA2) 1 E UTC-5(-4DT) N34°05.43' W82°34.91' ATLANTA
 517 NOTAM FILE AND L-24J
RWY 10-28: H3917X60 (ASPH) S-12.5 LIRL
RWY 10: Tree. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Remote controlled acft invof arpt. Rwy 10-28 and apron cracking badly. Grass coming up thru cracks.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.
ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 151° 22.5 NM to fld. 736/00E.

NDB BES	APP CRS	Rwy Idg	5003
<u>230</u>	072°	TDZE	147
		Apt Elev	147

BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

NDB RWY 7



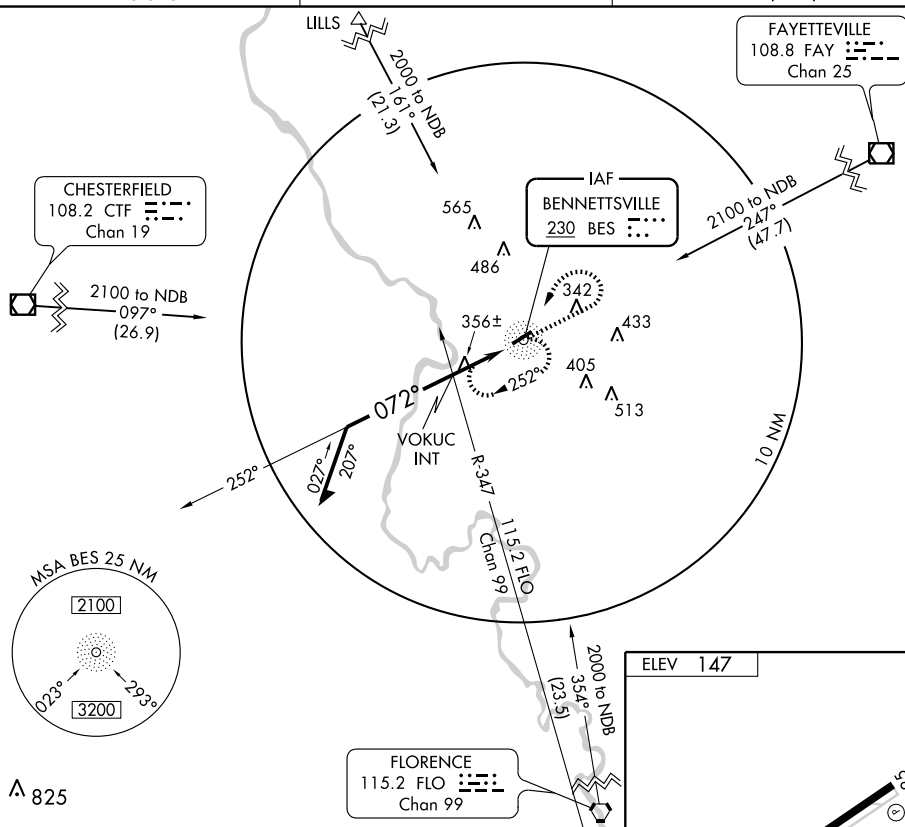
A NA

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Florence
altimeter setting and increase all MDA 80 feet.
When VGSI inop, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 2000 then left turn direct BES NDB and hold.

AWOS-3
123.825

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)

Remain
within 10 NM

ND

2000


BES

ELEV 147

TDZ

14

072° to
BES NDB

					
CATEGORY	A		B		
S-7	660-1	513 (600-1)	660-1 $\frac{1}{2}$ 513 (600-1 $\frac{1}{2}$)	660-1 $\frac{3}{4}$ 513 (600-1 $\frac{3}{4}$)	
CIRCLING	660-1	513 (600-1)	660-1 $\frac{1}{2}$ 513 (600-1 $\frac{1}{2}$)	700-2 553 (600-2)	

MIRL Rwy 7-25
REIL Rwy 7 and 25

BENNETTSVILLE, SOUTH CAROLINA

BENNETTSTVILLE/MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Amdt 5 29JUL10

34°37'N-79°44'W

NDB RWY 7

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77818 W07A	APP CRS 065°	Rwy Idg 5003 TDZE 147 Apt Elev 147
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BENNETTSTVILLE/

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

RNAV (GPS) RWY 7

⚠ When VGSI inop, Circling Rwy 25 NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct to LADKE and hold.

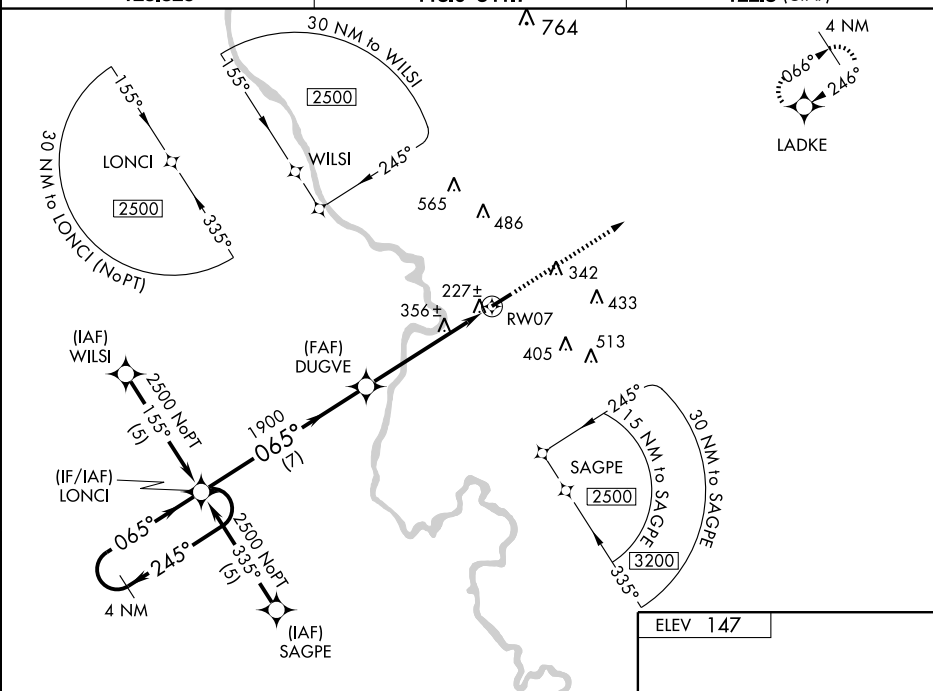
AWOS-3

123.825

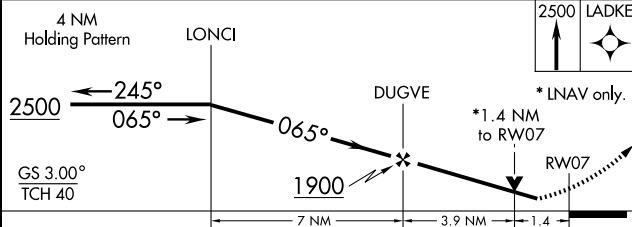
FLORENCE APP CON ★

118.6 341.7

UNICOM

122.8 (CTAF)

ELEV 147



CATEGORY	A	B	C	D
LPV DA	437-1 290 (300-1)			
LNAV/VNAV DA	507-1¼ 360 (400-1¼)			
LNAV MDA	620-1	473 (500-1)	620-1¼ 473 (500-1¼)	620-1½ 473 (500-1½)
CIRCLING	620-1	473 (500-1)	620-1½ 473 (500-1½)	700-2 553 (600-2)

TDZE 147

065° to RWY 07

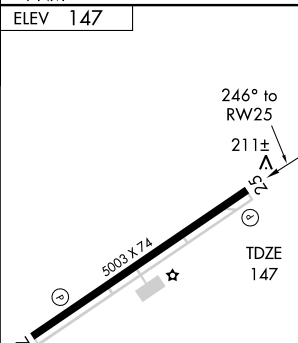
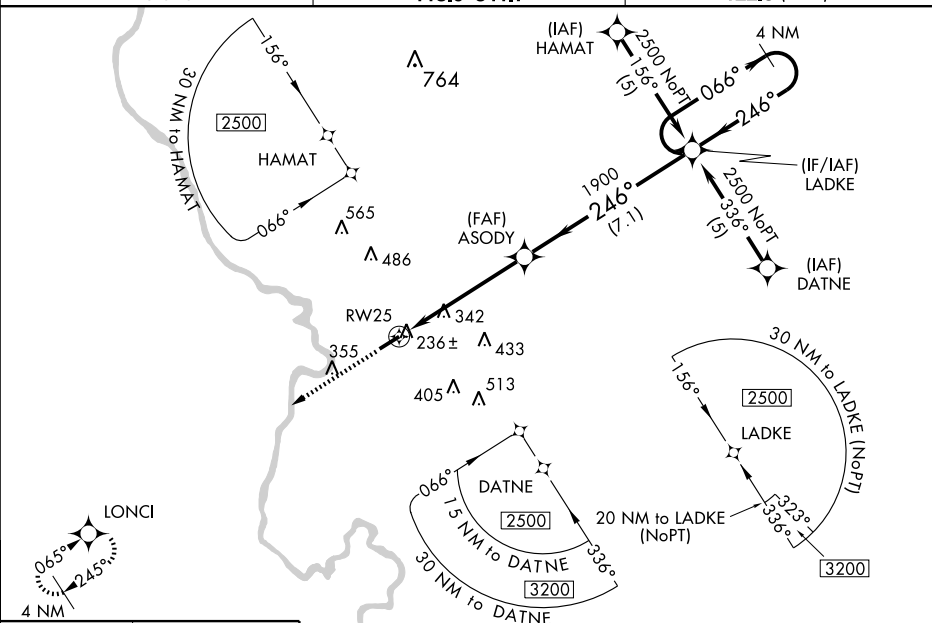
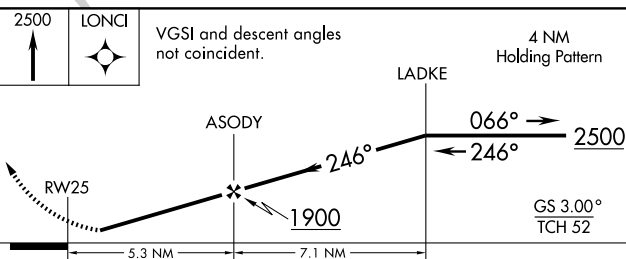
MIRL Rwy 7-25
REIL Rlys 7 and 25

WAAS CH 42818 W25A	APP CRS 246°	Rwy Idg 5003 TDZE 147 Apt Elev 147
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BENNETTSTVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)**RNAV (GPS) RWY 25**
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

⚠ When VGSI inop, Straight-In/Circling Rwy 25 procedure NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

AWOS-3
123.825FLORENCE APP CON ★
118.6 341.7UNICOM
122.8 (CTAF)MIRL Rwy 7-25
REIL Rws 7 and 25

CATEGORY	A	B	C	D
LPV DA	441-1 294 (300-1)			
LNAV/VNAV DA	621-1¾ 474 (500-1¾)			
LNAV MDA	680-1	533 (600-1)	680-1½ 533 (600-1½)	680-1¾ 533 (600-1¾)
CIRCLING	680-1	533 (600-1)	680-1½ 533 (600-1½)	700-2 553 (600-2)

VORTAC FLO 115.2 Chan 99	APP CRS 354°	Rwy Idg TDZE Apt Elev	N/A N/A 147
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BENNETTSTVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)**VOR/DME-A**

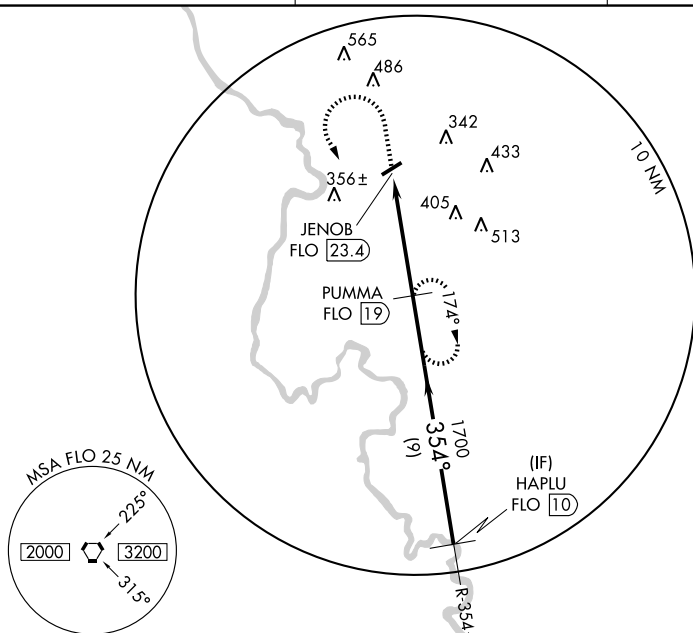
▼ When local altimeter setting not received, use Florence altimeter setting and increase all MDA 80 feet.
▲ When VGSi inop, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via FLO VORTAC R-354 to PUMMA/FLO 19 DME and hold.

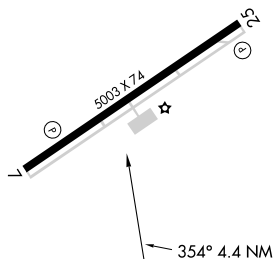
AWOS-3
123.825

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)



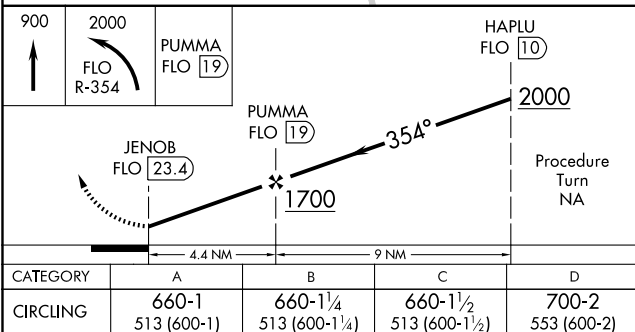
ELEV 147



MRL Rwy 7-25
REIL Rwy 7 and 25

Procedure NA for arrivals at FLO VORTAC on T200 southeast bound, and on FLO VORTAC airway radials 312 CW 043.

IAF
FLORENCE
115.2 FLO
Chan 99



CAMDEN

WOODWARD FLD (CDN) 3 NE UTC-5(-4DT) N34°17.02' W80°33.89'

302 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE AND

RWY 06-24: H5000X100 (ASPH) S-30, D-55, 2D-90 MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

RWY 14-32: H2998X100 (ASPH) S-30, D-55, 2D-90

RWY 14: Tree. **RWY 32:** Tree.

AIRPORT REMARKS: Attended 1300-2300Z†. For after hrs svc Sat-Sun, call 803-260-1128 or 803-446-0214. Aerobatic box overhead arpt up to 4000' during dalgt hrs. Twy clsd between AER 06 and AER 14. MIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (803) 424-1979.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **SHAW APP/DEP CON** 125.4 (1200-0430Z†)

JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

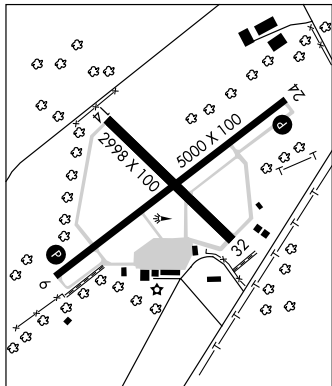
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'
W80°16.50' 216° 26.3 NM to fld. 560/03W.

CHARLOTTE

H-9B, 12G, L-24J, 25D

IAP



WAAS CH 86505 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev 302	5000 302
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RNAV (GPS) RWY 6

CAMDEN/ WOODWARD FIELD (CDN)

▼ Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet.

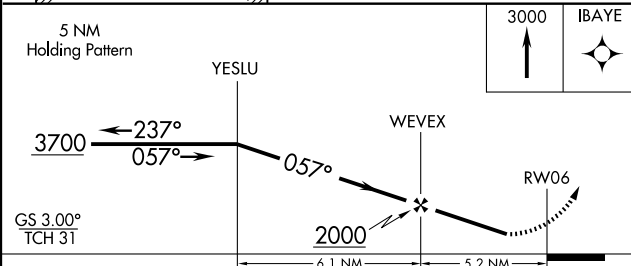
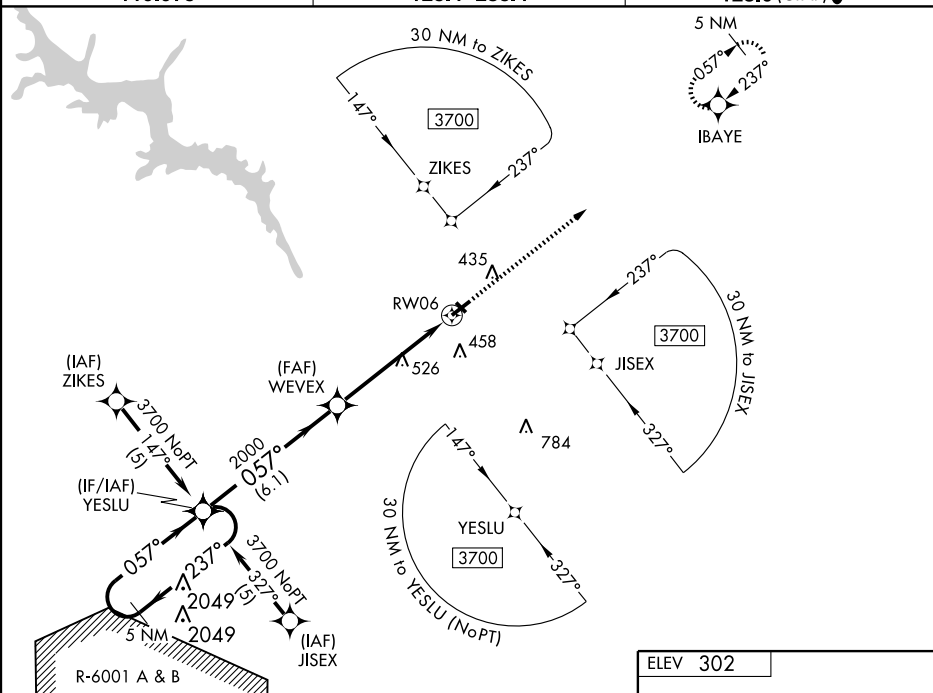
▲ NA For uncompensated Baro-VNAV systems, procedure NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3
119.975

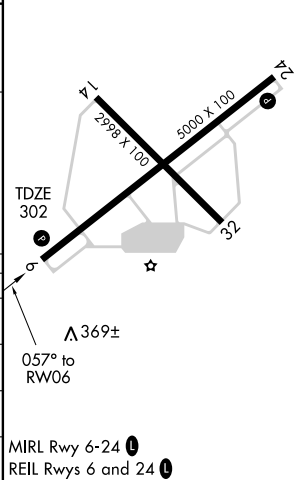
SHAW APP CON ★
125.4 285.4

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)	780-1¼ 478 (500-1¼)	780-1½ 478 (500-1½)	780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)	840-1½ 538 (600-1½)	860-2 558 (600-2)	860-2 558 (600-2)

ELEV 302



VOR/DME CTF 108.2 Chan 19	APP CRS 216°	Rwy Idg TDZE Apt Elev	N/A N/A 302
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VOR/DME-A

CAMDEN/ WOODWARD FIELD (CDN)

V If local altimeter setting not received, use Columbia
Δ NA altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2000 via
 CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3
119.975

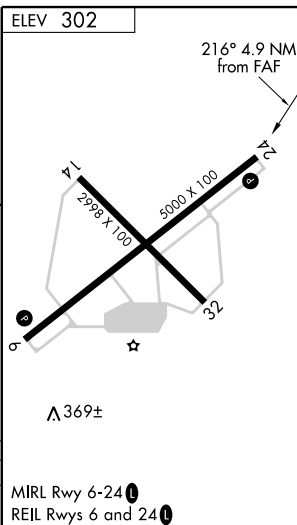
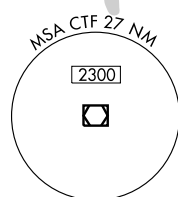
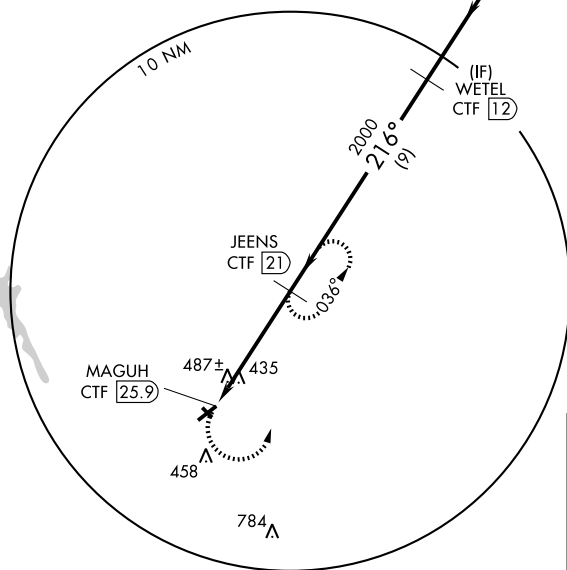
SHAW APP CON ★
125.4 285.4

UNICOM
123.0 (CTAF) **0**

Δ 1049

Procedure NA for arrivals at CTF
 VOR/DME via V155 NE bound.

IAF
 CHESTERFIELD
 108.2 CTF
 Chan 19

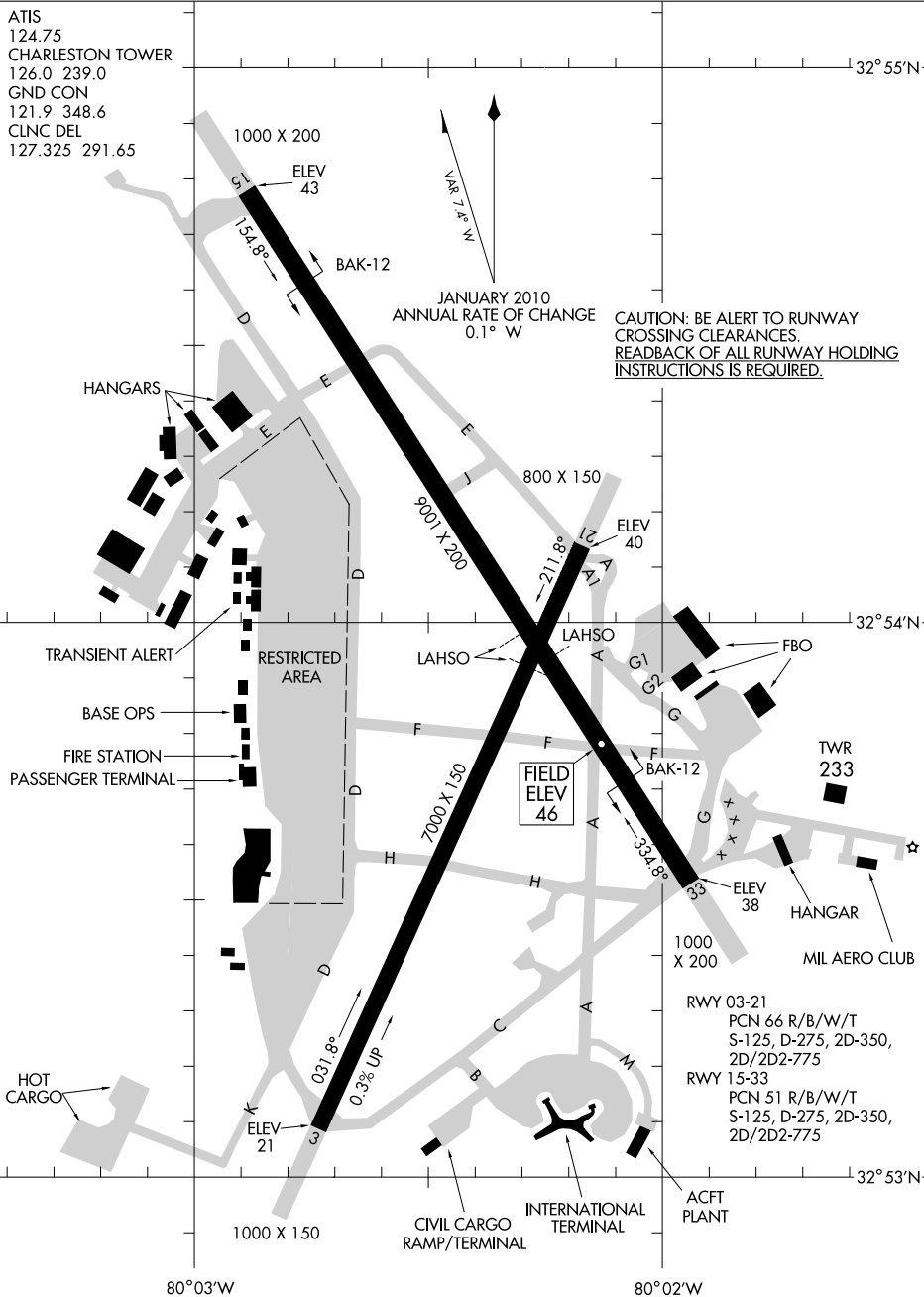


2000 CTF R-216	JEENS CTF [21]	WETEL CTF [12]	VOR/DME	Procedure Turn NA
MAGUH CTF [25.9]	JEENS CTF [21]	2100	216°	2100
4.9 NM	9 NM	12 NM		
CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 **0**
 REIL Rws 6 and 24 **0**

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

CHARLESTON

CHARLESTON AFB/INTL (CHS)(KCHS) CIV/MIL 9 NW UTC-5(-4DT) N32°53.92' W80°02.43' **CHARLOTTE**

46 B S4 **FUEL** 100, JET A1+ OX 1 TPA—See Remarks LRA **H-9C, 12G, L-24I**

Class I, ARFF Index C NOTAM FILE CHS

RWY 15-33: H9001X200 (CONC-GRVD) S-125, D-275, 2D-350, 2D/2D2-775 PCN 51 R/B/W/T

HIRL CL

RWY 15: ALSF2. TDZL. PAPI(P4L)—GA 3.0°.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 03-21: H7000X150 (CONC-GRVD) S-125, D-275, 2D-350, 2D/2D2-775 PCN 66 R/B/W/T

HIRL 0.3% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.0°. TCH 50'.

RWY 21: REIL. PAPI(P4L)—GA 3.0°. TCH 50'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	15-33	5543
RWY 15	03-21	5700
RWY 33	03-21	2900

ARRESTING GEAR/SYSTEM

RWY 15 ← BAK-12A(B) (1250')

BAK-12A(B) (1460') → **RWY 33**

MILITARY SERVICE: KCHS mil provides no security and no acft svcs at FBO's and commercial terminal. Military acft for FBO parking/svc rqr PPR 843-746-7600. **LGT:** Afld rotating bcn not visible from northwest. **A-GEAR** Rwy 15-33 BAK 12A rqr 1hr prior notice. **JASU** 8(MD-3M) 2(MA-1A) (M32A-60) (M32A-60A) **FUEL** J8 (FBO's, C843-746-7600; C843-414-9200). (NC-100LL, A1+) All acft requiring fuel, please have in your possession the white DD form 1896 fuel card, US government air card or your base billing information. **FLUID** SOAP—Routine SOAP samples not avbl; SP PRESAIR LHOX LOX **OIL** Non-detergent oil not avbl for piston acft. O-128-133-148(Mil).

AIRPORT REMARKS: Closed continuously. Rwy 03-21 CLOSED monthly 2nd Thu 1330-2200Z. Rwy 15-33 CLOSED last Thu of each month 1330-2200Z. Intensive heavy military jets and other miscellaneous acft executing numerous cargo and personnel drops, high speed low-level formation flights and miscellaneous air-to-ground ops. No student solo touch and go ldg allowed. PPR for parking of general aviation acft on terminal ramp ctc 843-767-1100. Parking on terminal apron restricted to commercial air carrier and acft for customs clearance by prior arrangement only. Flight Notification Service (ADCUS) avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Transient-acft for military ramp Follow-Me rgr. All acft must ctc Palmetto OPS prior to entering military ramp for parking assignment. Rwy condition reading not avbl. Intersection twy on mil ramp in front of spot 29-34 clsd to through tfc. All inbound VIP Code 7 or higher, passenger, cargo acft must ctc Palmetto OPS no later than 30 min prior to ldg. AMC acft ops rstd during Bird Watch condition moderate (tkf or ldg permission only when dep/arr route avoid identification bird activity, no local IFR/VFR tfc pattern acft) and severe (tkf and ldg prohibited without OG/CC approval), ctc Palmetto OPS for current Bird Watch condition. Non-AMC aircrews requesting Remain Overnight svc ctc Comd Post (Palmetto OPS)DSN 673-8400, C843-963-8400 prior arrival. Terminal apron restricted to commercial air carrier and acft for Customs clearance by PPR. **CAUTION** Migratory bird season Phase II Apr 1-15 and 1 Aug-Nov 30. Rwy 15-33 raised apch lgt in ovrn, Rwy 03 ovrn 800'. Rwy 21 from thld frequently parked train cars (25' AGL) 1000' from thld and gravel piles (to 50' AGL) 1500' from thld. Twy D wingtip clnc line 161' from twy centerline. Rwy 15-33 no rwy end lgt. Rwy 15-33 1' raised thld lgt. Rwy 15-33 1000' ovrn has frangible raised apch lgt. Wingtip clnc lines on military ramp inter-twy 115' from centerline. Twy D and military ramp uncontrolled movement area. Rwy 21 holdline on Twy E 1000' from rwy centerline. Twy into military Aero Club ramp unlgtd. Military ramp acft ctc CHS GND Control for engine start and taxi. **TFC PAT** TPA—Rectangular 1200 (1154), overhead 1700 (1654), light acft 700 (654), C5A 2000 (1954). **NS ABTMT** Practice circle approach prohibited 0200-1100Z. **MISC** Temporary storage of classified materials: up to Secret at Base Ops and Top Secret at Comd Post. Rwy condition reading not avbl. Base OPS DSN 673-3024, C843-963-3024. If civil side of arpt is final destination, acft commander will so indicate on DD 175. Dangerous cargo acft ctc PTD primary, Palmetto OPS secondary. All AMC mission acft ctc Palmetto OPS when within radio range. RVR avbl via FAA twr. Airfield surface wx observations taken in accordance with FAA criteria, not Air Force criteria. Mil wx advisory/warning avbl on request via Metro. LLWAS. Mil wx clsd Mon-Fri, 0001-1000Z, clsd Sat, Sun and hol. Wx briefings for tran aircrews byd normal opr hr avbl via 26 OWS/Barksdale AFB, DSN 781-3952/3949/1212; C318-456-3949/1212. Military Aero Club acft ctc CHS ground control prior to taxi.

WEATHER DATA SOURCES: ASOS (843) 554-9862. **HIWAS** 113.5 CHS. LLWAS.

COMMUNICATIONS: ATIS 124.75 **UNICOM** 122.95 **PTD** 372.2

RCO 122.1R 113.5T (ANDERSON RADIO)

RCO 113.5T 122.2 122.5 (ANDERSON RADIO)

(R) APP CON 120.7 306.925 (151°-330°) 135.8 379.925 (331°-150°) 119.3 284.0 317.45

(R) DEP CON 120.7 306.925 (151°-330°) 135.8 379.925 (331°-150°)

TOWER 126.0 239.0 **GND CON** 121.9 348.6 **CLNC DEL** 127.325 291.65

PALMETTO OPS 134.1 349.4 (Have quick timing avbl 255.5) **PMSV METRO** 233.95

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

(H) **VORTAC** 113.5 CHS Chan 82 N32°53.66' W80°02.27' at fld. 39/05W. **HIWAS.**

ASHLY NDB (HW/LOM) 329 CH N32°58.58' W80°05.85' 153° 5.5 NM to fld.

ILS 109.7 I-CHS Rwy 15. Class IIE. LOM **ASHLY NDB.**

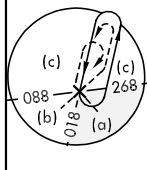
ILS 108.9 I-CCI Rwy 33. Class ID. ILS/LOC unusable byd 20° right of course.

HI-VOR/DME or TACAN RWY 15

CHARLESTON AFB/INTL (KCHS)

MISSED APPROACH: Climb to 500 then climbing left turn to 2000
via CHS R-055 to WANDO INT/CHS 13 DME and hold.

CLNC DEL
127.325 381.6



HIGH ALTITUDE FACILITIES

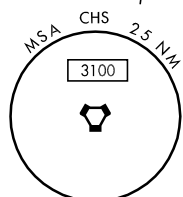


Diagram illustrating a flight path or navigation route. The path is marked with distances and headings:

- Start: CATAM R-337 (24)
- Waypoint: NUCID R-360 (24)
- Waypoint: MUGSE R-018 (24)
- Waypoint: LADRE (15)
- Waypoint: MYRAA (4)
- Waypoint: COLOT (1.2)
- Waypoint: VORTAC

Distances along the path:

- 17,000 (from CATAM to NUCID)
- 3000 (from LADRE to MYRAA)
- 157 (from MYRAA to COLOT)
- 1100 (from COLOT to VORTAC)
- 17,000 (from VORTAC to MUGSE)

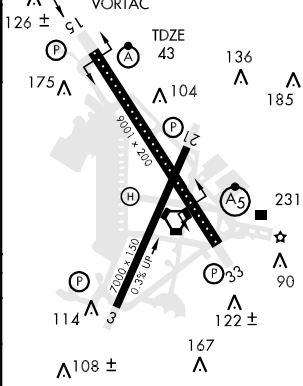
Headings and angles:

- 3.43° (heading for TCH 50)
- 157° (angle between MYRAA and COLOT)

Other labels and notes:

- CHS R-055 (2000)
- WANDO CHS (13)
- VGSI and descent angles not coincident.

ELEV 45	TDZL/CL Rwy 15
157° to	HIRL all Rwy
	REIL Rwy 3-21



CATEGORY	C	D	E
S-15 *	460/40 417 (500-3/4)	460/50 417	(500-1)
CIRCLING	540-1 1/2 495 (500-1 1/2)	600-2 555 (600-2)	740-2 1/2 695 (700-2 1/2)

CHARLESTON AFB/INTL (KCHS)

HI-VOR/DME or TACAN RWY 15

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2-21 OCT 2010 to 18 NOV 2010

VORTAC CHS 113.5 Chan 82	APCH CRS 320°	Rwy ldg 9001 TDZE 45 Arpt Elev 45
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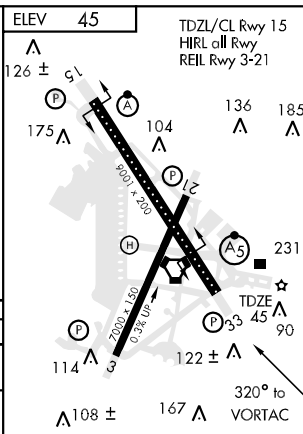
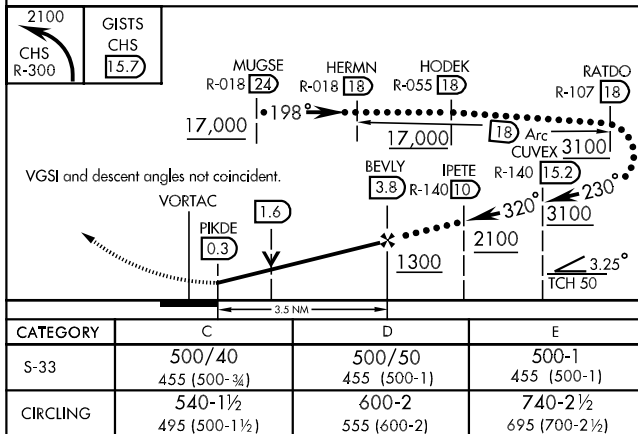
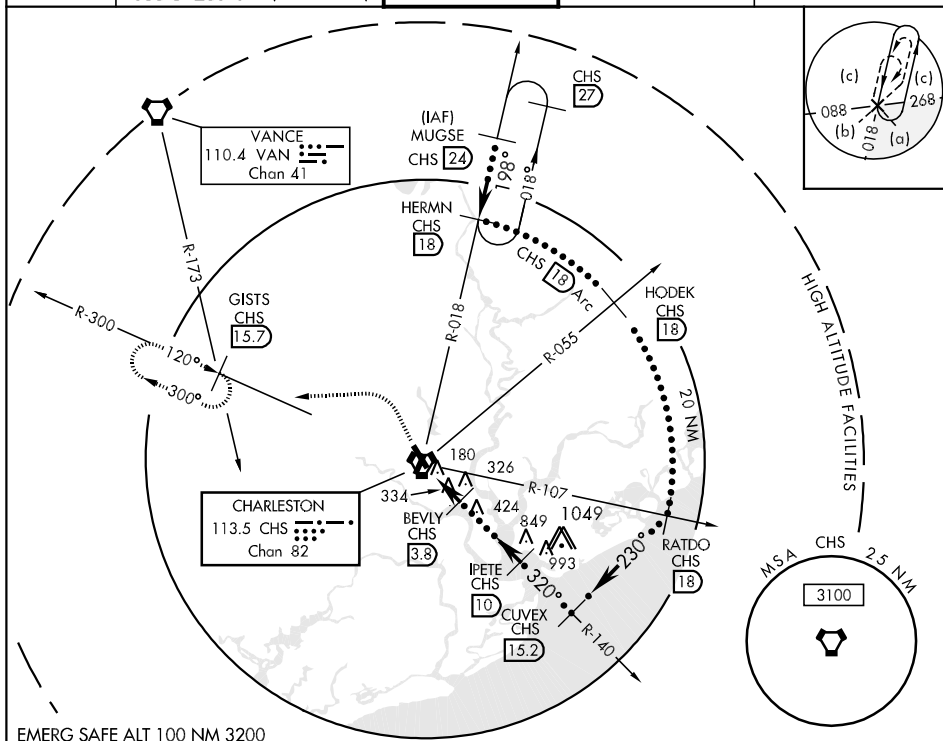
JAL-76 [USAF]

CHARLESTON AFB/INTL (KCHS)



MISSED APPROACH: Climbing left turn to 2100
via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925 (151° - 330°) 135.8 257.1 (331° - 150°)	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 381.6
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LOC I-CCI 108.9	APP CRS 332°	Rwy Idg TDZE Apt Elev	9001 45 46
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ILS or LOC/DME RWY 33

CHARLESTON AFB/INTL (CHS)

▼ DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required.
▲ For inoperative MALSR, increase S-ILS 33 Cat E visibility to RVR 4000, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on CHS VORTAC R-300 to GISTS INT/ CHS 15.7 DME and hold.

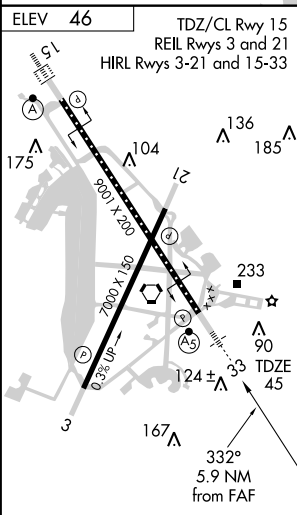
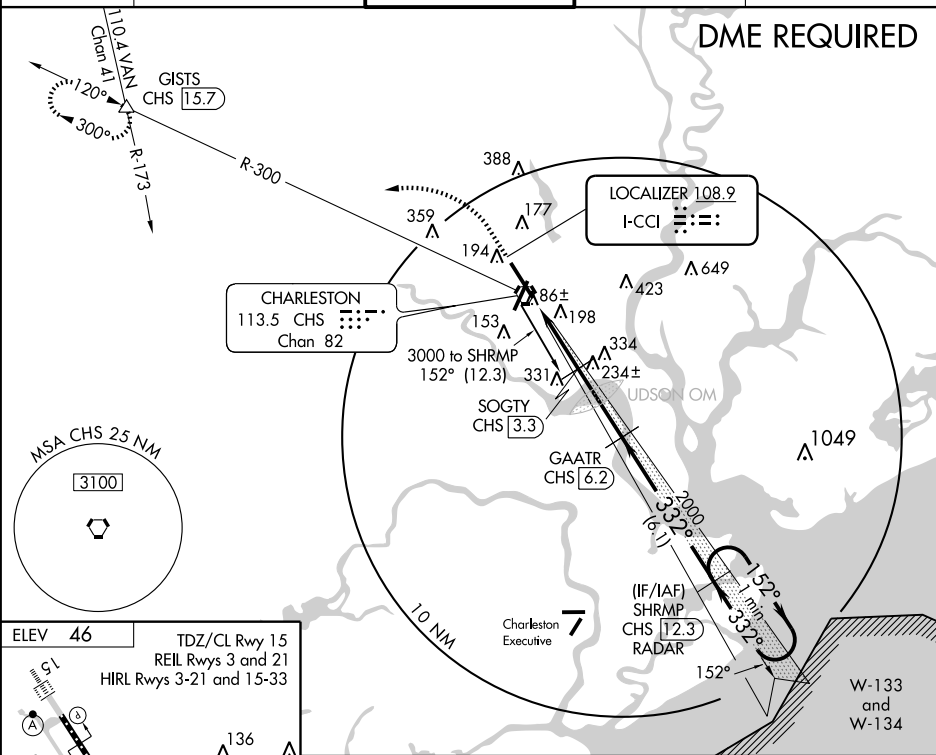
ATIS
124.75

CHARLESTON APP CON
120.7 306.925

CHARLESTON TOWER
126.0 239.0

GND CON
121.9 348.6

CLNC DEL
127.325 291.65



500 ↑	2100 CHS R-300	GISTS △	*LOC only.			SHRMP CHS 12.3 RADAR	One Minute Holding Pattern	
			SOGTY CHS 3.3	GAATR CHS 6.2	2000			
			CHS 1.2	332°		152° →	3000	
			CHS 0.3	1040*		← 332°	2000	
			GS 3.00° TCH 51					
			0.9 NM		2.1 NM		2.9 NM	
			6.1 NM					
CATEGORY	A		B		C		D	
S-ILS 33		245/24		200 (200-½)				
S-LOC 33		380/24		335 (400-½)		380/40		335 (400-¾)
CIRCLING		540-1		494 (500-1)		540-1½		600-2
						494 (500-1½)		554 (600-2)
						740-2½		694 (700-2½)

LOC I-CHS	APP CRS	Rwy Idg	9001
<u>109.7</u>	152°	TDZE	43
		Apt Elev	45

ILS or LOC RWY 15

CHARLESTON AFB/INTL (CHS)

T For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

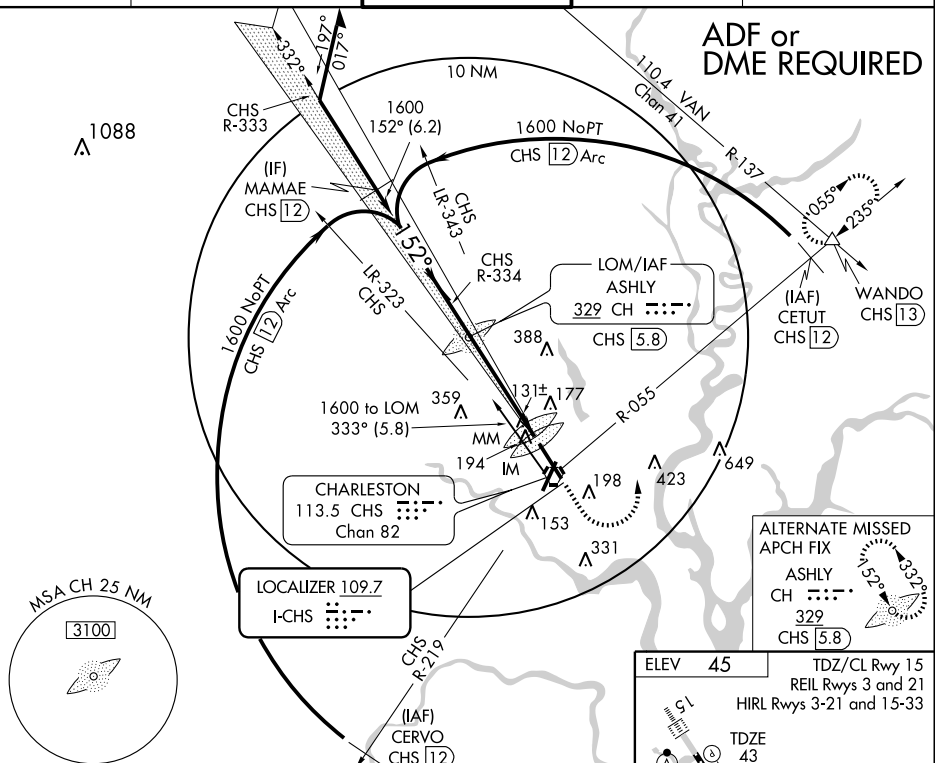
ATIS
124.75

CHARLESTON APP CON
120.7 306.925

CHARLESTON TOWER
126.0 239.0

GND CON
121.9 348.6

CLNC DEL
127.325 291.65

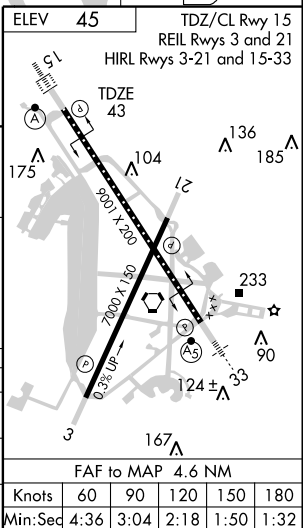


Remain
within 15 NM

500 2000
↑
CHS
R-055

WANDO
△

CATEGORY	A	B	C	D	E
S-ILS 15	243/18		200 (200-½)		243/24 200 (200-½)
S-LOC 15	400/24 357 (400-½)			400/40	357 (400-¾)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)



CHARLESTON, SOUTH CAROLINA

Amdt 22 10266

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS or LOC RWY 15

SE-2, 21 OCT 2010 to 18 NOV 2010

-2. 21 OCT 2010 to 18 NOV 2010

LOC I-CHS	APP CRS	Rwy Idg	9001
<u>109.7</u>	152°	TDZE	43
		Apt Elev	45

ILS RWY 15 (CAT II)
CHARLESTON AFB/INTL (CHS)

**T
A**

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

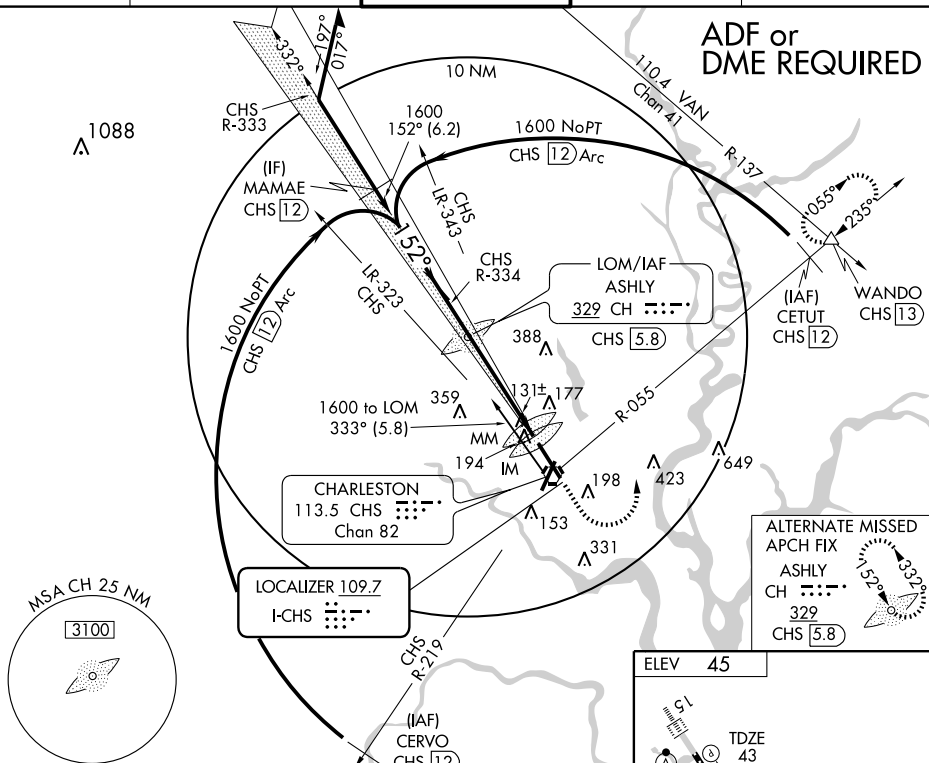
ATIS
124.75

CHARLESTON APP CON
120.7 306.925

CHARLESTON TOWER
126.0 239.0

GND CON
121.9 348.6

CLNC DEL
127.325 291.65



Remain
within 15 NM

Diagram illustrating the refraction of light through a prism. The incident ray is labeled 1600 and the refracted ray is labeled 1562. The angle of incidence is 33° and the angle of refraction is 152°.

GS 3.00%

CATEGORY
S-ILS 15

A

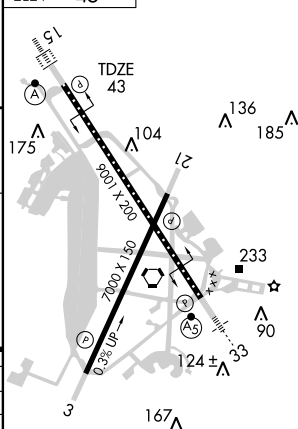
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R

RA 97/12 100 DA 143

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED.

ELEV	45
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TDZ/CL Rwy 15
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA

Amdt 22 10266

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS RWY 15 (CAT II)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,543 feet
	15	03-21	5,700 feet
	33	03-21	2,900 feet
GREENSBORO, NC			
PIEDMONT TRIAD INTL (GSO)	14	05R-23L	3,450 feet
	23	14-32	9,200 feet
WINSTON-SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 feet

WAAS CH 86699 W03A	APP CRS 029°	Rwy Idg TDZE Apt Elev	7000 35 45
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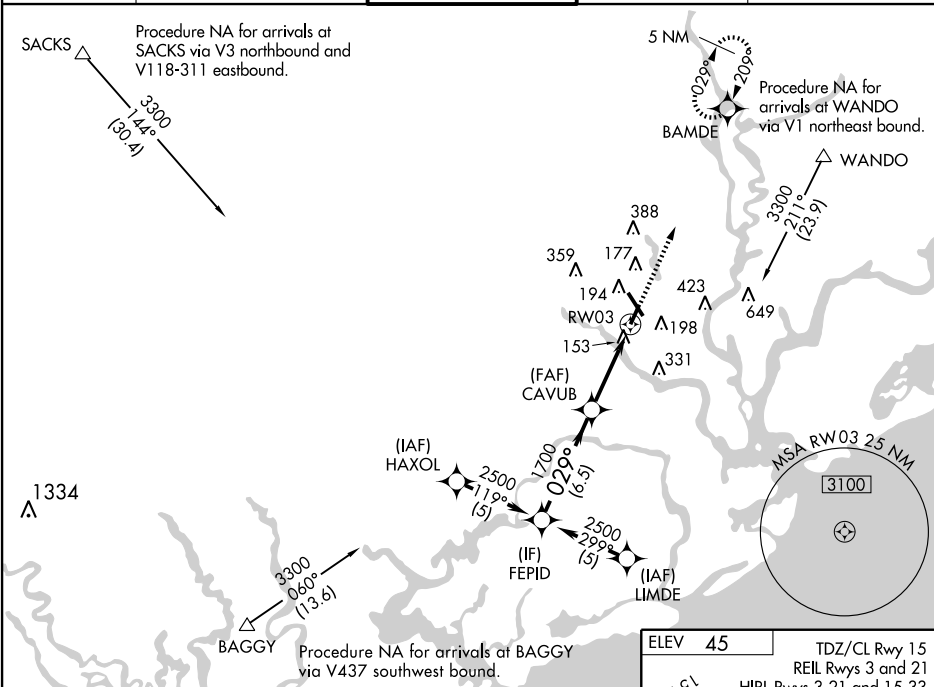
RNAV (GPS) RWY 3

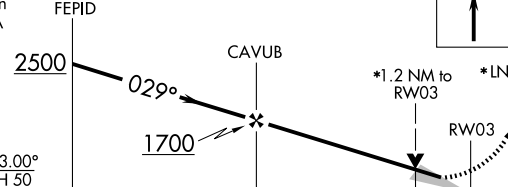

CHARLESTON AFB/INTL (CHS)

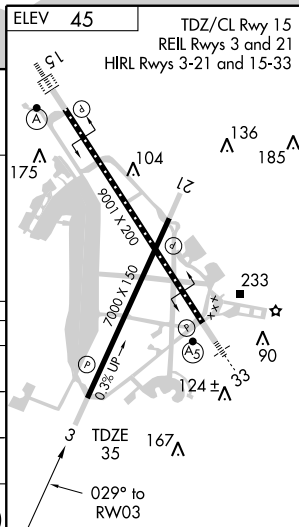
- ▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
 ▲ For inoperative SSALR, increase LPV visibility to 1 all Cats,
 LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility
 to 1, Cat D visibility to 1¼, and Cat E visibility to 1½.

MISSED APPROACH: Climb to
2500 direct BAMDE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



Procedure Turn NA					<div><div>2500</div><div>↑</div></div>	<div><div>BAMDE</div><div></div></div>
	GS 3.00° TCH 50					
CATEGORY	A	B	C	D	E	
LPV DA	286-¾ 251 (300-¾)					
LNAV/ VNAV DA	458-1 423 (500-1)					
LNAV MDA	440-¾ 405 (400-¾)			440-1 405 (400-1)		
CIRCLING	540-1½ 495 (500-1½)		600-2 555 (600-2)		740-2½ 695 (700-2½)	



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93519 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	9001 43 46
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RNAV (GPS) RWY 15

CHARLESTON AFB/ INTL (CHS)

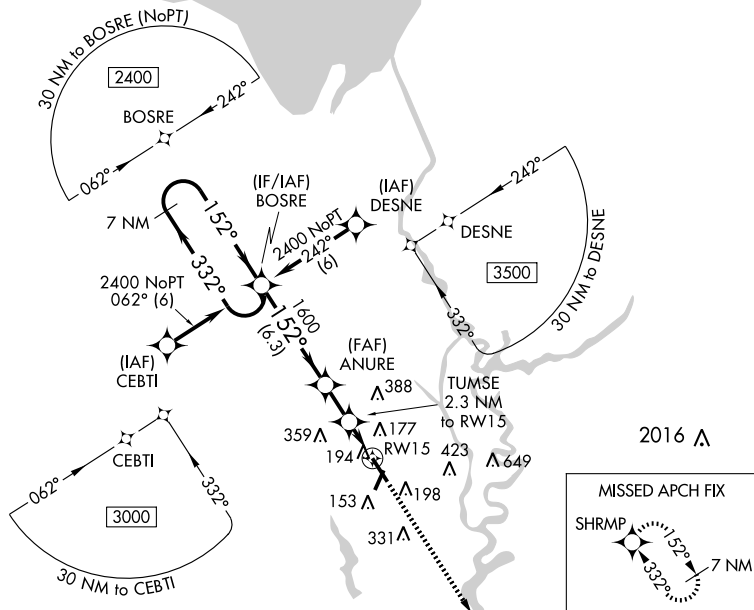
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.

ALSF-2

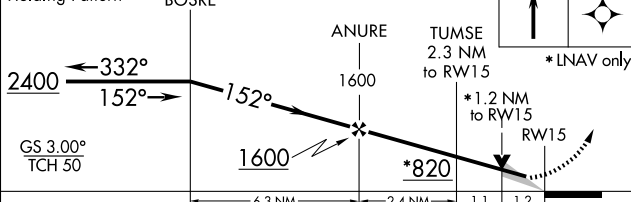


MISSED APPROACH
Climb to 3000 direct
SHRMP and hold.

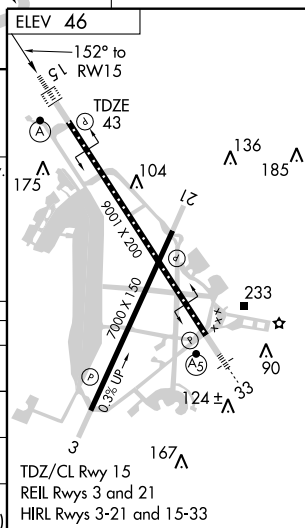
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



7 NM
Holding Pattern



CATEGORY	A	B	C	D	E
LPV DA	243/24		200 (200-½)		
LNAV/VNAV DA	464/50		421 (500-1)		
LNAV MDA	460/24	417 (500-½)	460/40 417 (500-¾)	460/50	417 (500-1)
CIRCLING	540-1	494 (500-1)	540-1¾ 494 (500-1¾)	600-2 554 (600-2)	740-2½ 694 (700-2½)



WAAS CH 40499 W21A	APP CRS 209°	Rwy Idg 7000 TDZE 43 Apt Elev 45
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RNAV (GPS) RWY 21

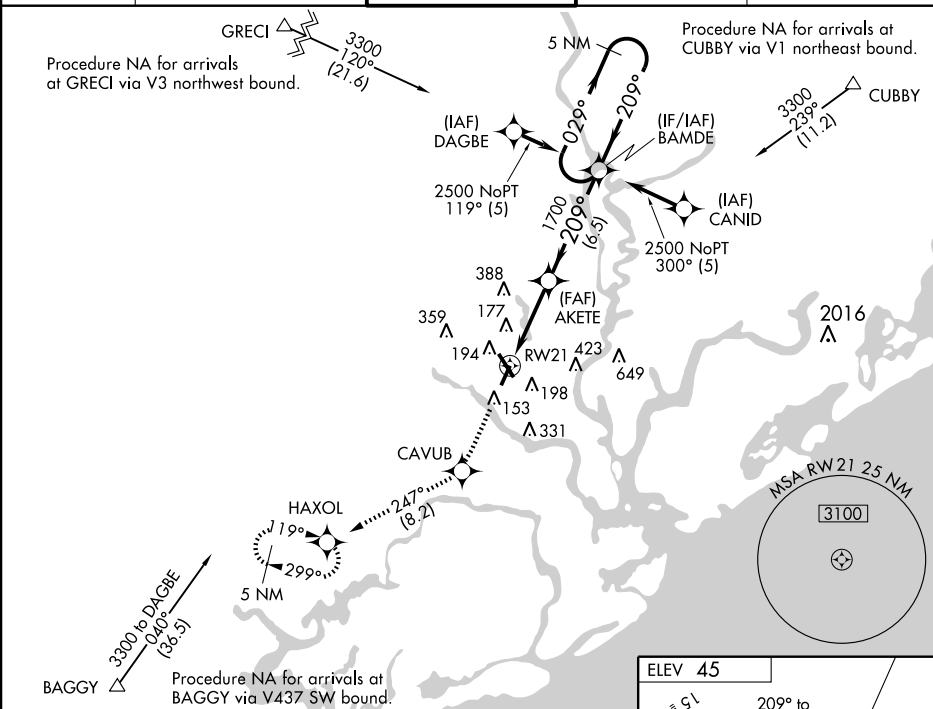
CHARLESTON AFB/ INTL (CHS)

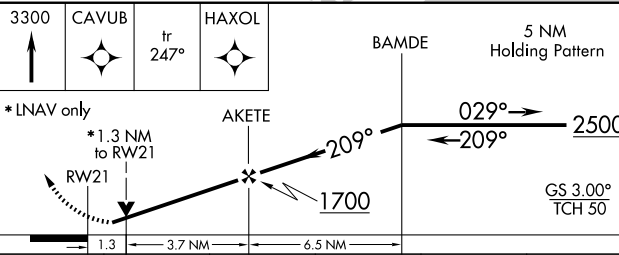


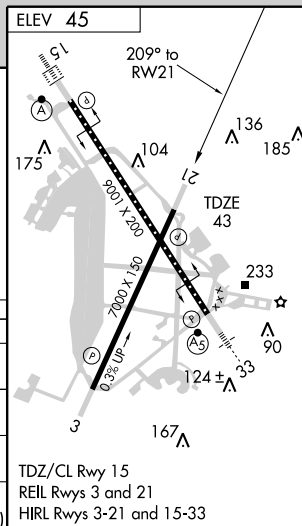
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3300 direct CAVUB and via 247° track to HAXOL and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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3300 ↑	CAVUB ✱	tr 247° ✱					
CATEGORY	A	B	C	D	E		
LPV DA	293-¾ 250 (300-¾)						
LNAV/ VNAV DA	481-1½ 438 (500-1½)						
LNAV MDA	500-1 457 (500-1)	500-1¼ 457 (500-1¼)	500-1½ 457 (500-1½)				
CIRCLING	540-1½ 495 (500-1½)		600-2 555 (600-2)	740-2½ 695 (700-2½)			



WAAS CH 63218 W33A	APP CRS 332°	Rwy ldg TDZE Apt Elev	9001 45 46
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RNAV (GPS) RWY 33

CHARLESTON AFB/ INTL (CHS)

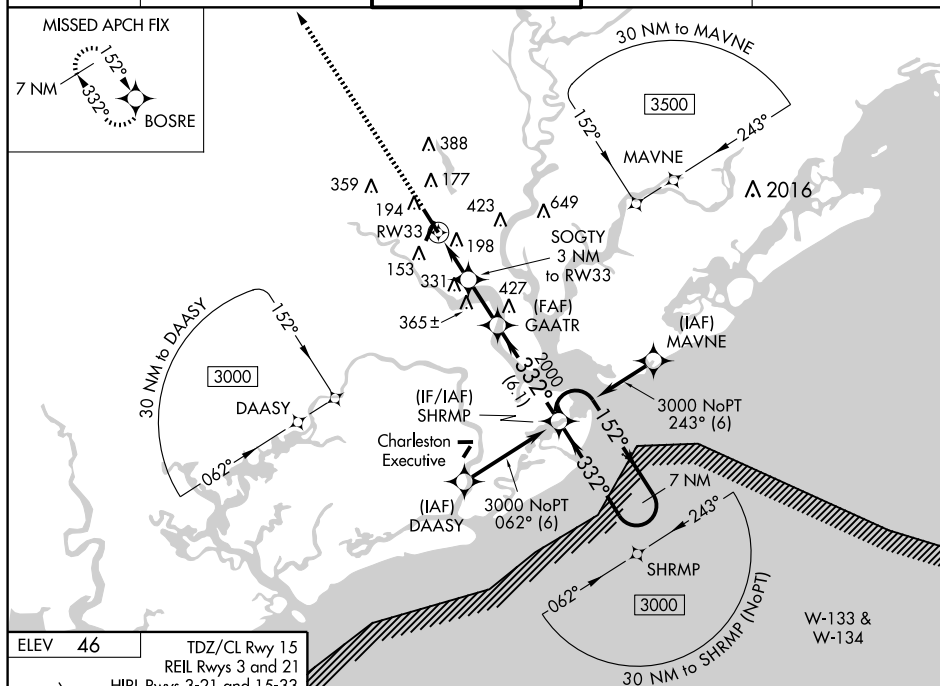
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles and LNAV Cat E visibility to 2 miles.

MALSR

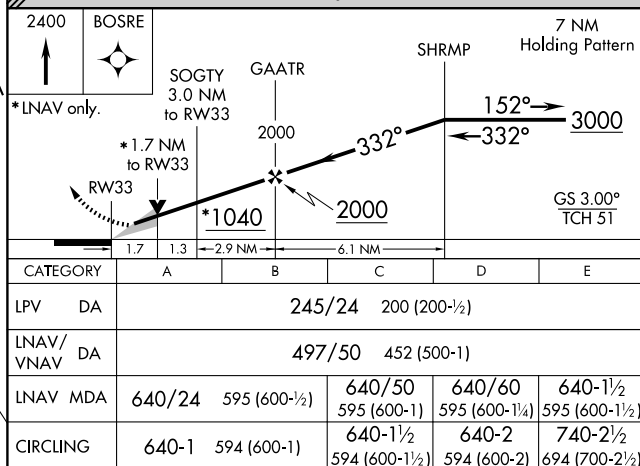
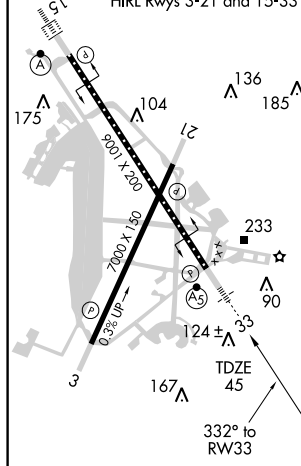


MISSED APPROACH:
Climb to 2400 direct to BOSRE and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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ELEV **46** TDZ/CL Rwy 15
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 15-33



VORTAC CHS 113.5 Chan 82	APP CRS 036°	Rwy Idg TDZE Apt Elev 7000 36 46
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VOR/DME or TACAN RWY 3

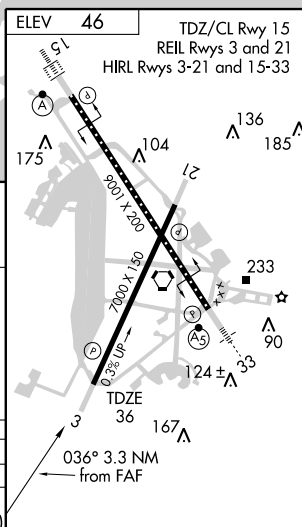
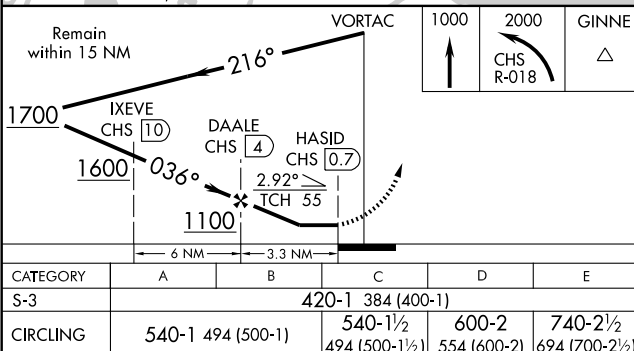
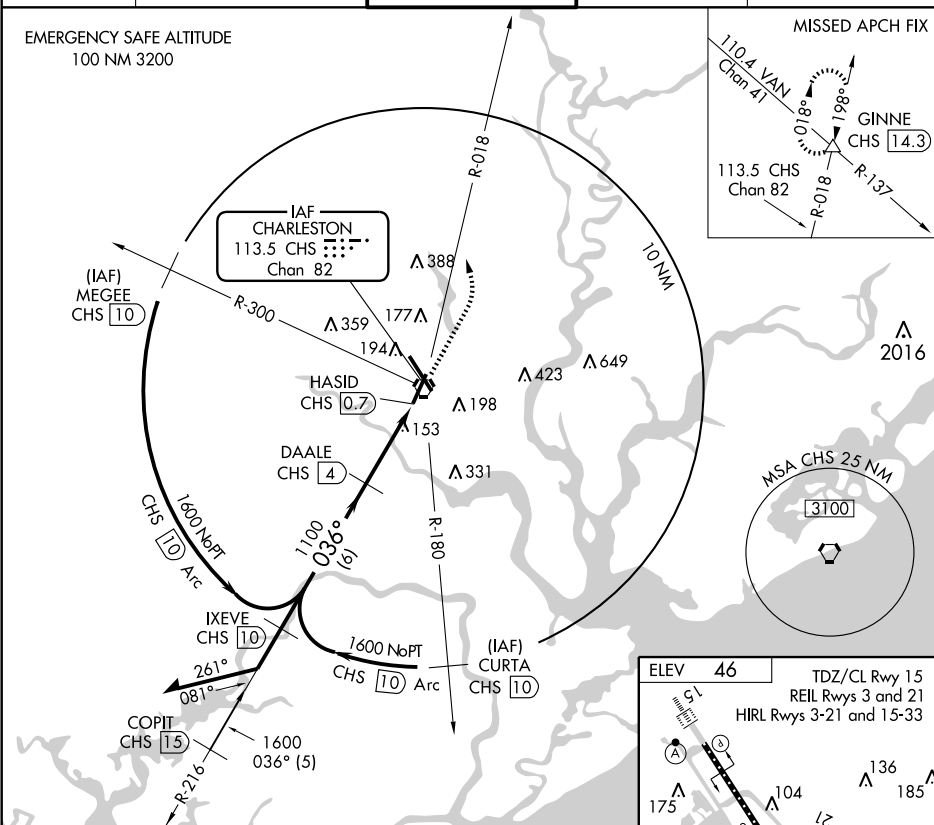
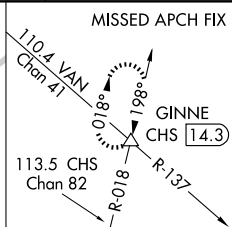
CHARLESTON AFB/INTL (CHS)

▼ Inoperative table does not apply to S-3 Cats A, B and C.
▲ For inoperative SSALR, increase S-3 Cats D and E visibility to 1¼.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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EMERGENCY SAFE ALTITUDE
100 NM 3200



VORTAC CHS
113.5
Chan 82

APP CRS
203°

Rwy Idg
TDZE
Apt Elev

7000
43
45

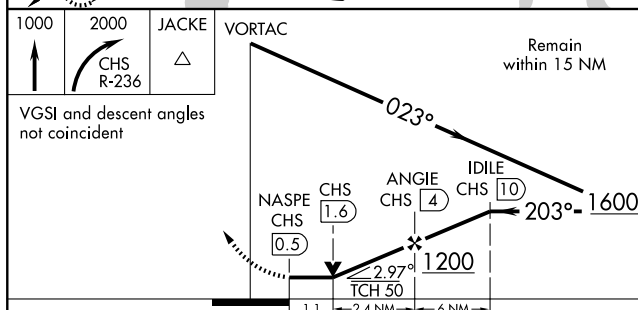
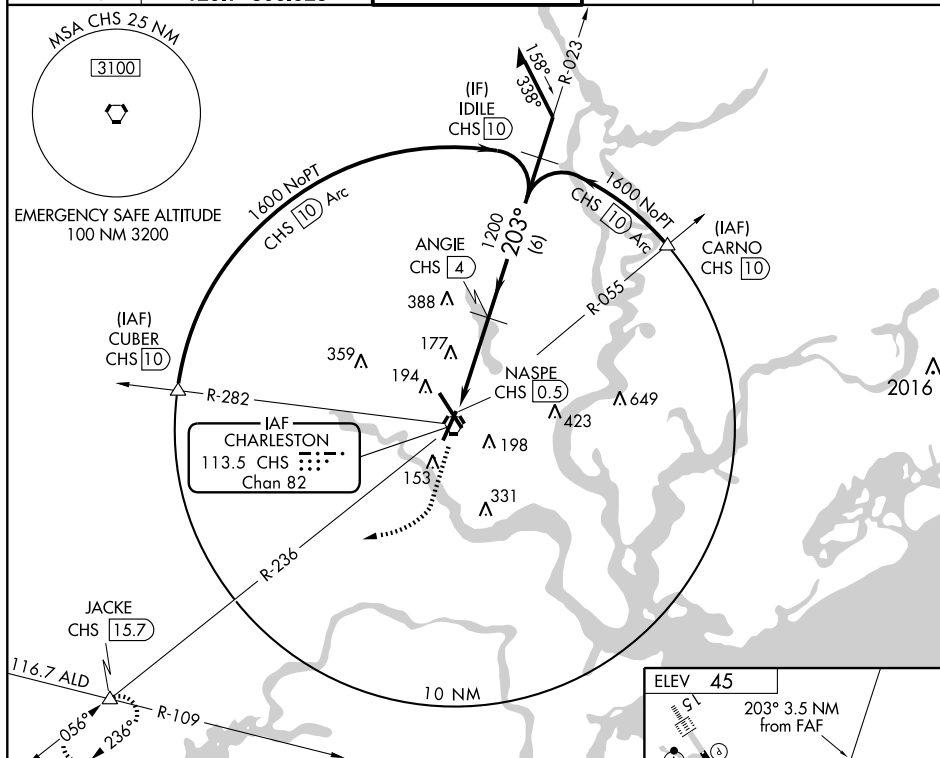
VOR/DME or TACAN RWY 21

CHARLESTON AFB/INTL (CHS)

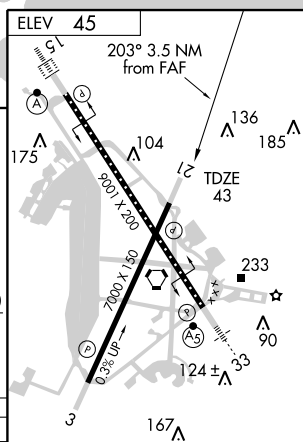


MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKIE INT/15.7 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D	E
S-21	440-1	397 (400-1)		440-1 1/4 397 (400-1 1/4)	440-1 1/2 397 (400-1 1/2)
CIRCLING	540-1	495 (500-1)	540-1 1/2 495 (500-1 1/2)	555 (600-2)	695 (700-2 1/2)



TDZ/CL Rwy 15
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 15-33

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chgn 82		Apt Elev	45

VOR/DME or TACAN RWY 33
CHARLESTON AFB/INTL (CHS)



MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

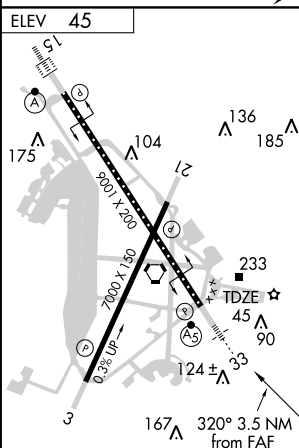
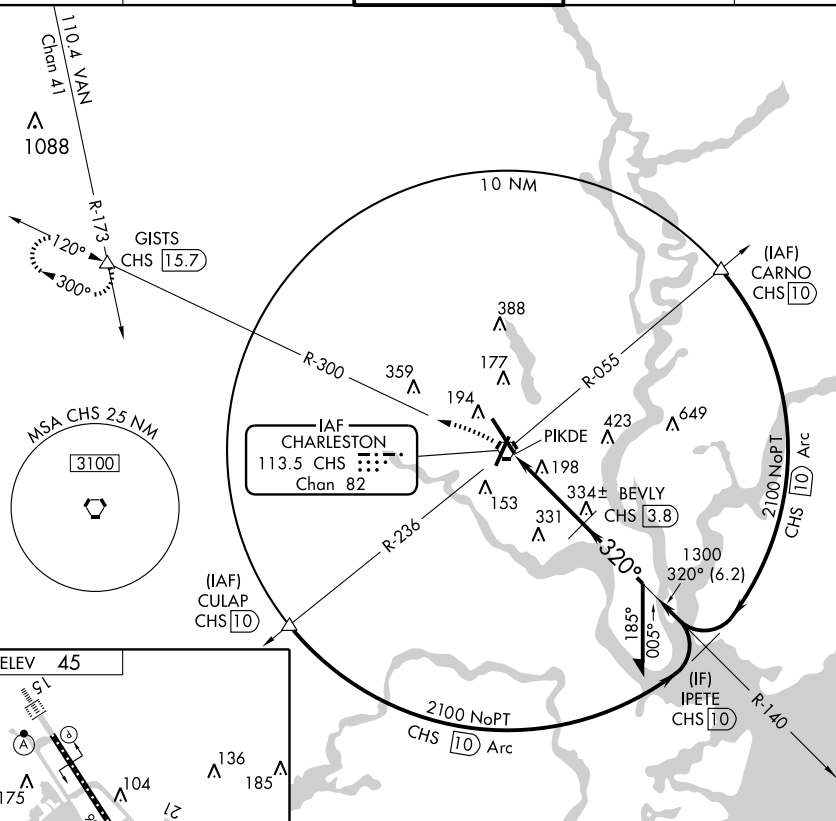
ATIS
124.75

CHARLESTON APP CON
120.7 306.925

CHARLESTON TOWER
126.0 239.0

GND CON
121.9 348.6

CLNC DEL
127.325 291.65



2100 CHS R-300	GISTS \triangle
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VORTAC

Remain
within 10 NM

VGSI and descent
angles not coincident

CATEGORY	A	B	C	D
S-33	500/24	455 (500-½)	500/40 455 (500-¾)	500/50 455 (500-1)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)

CHARLESTON EXECUTIVE (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

AIRPORT REMARKS: Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

CHERAW MUNI/LYNCH BELLINGER FLD (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42'

CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

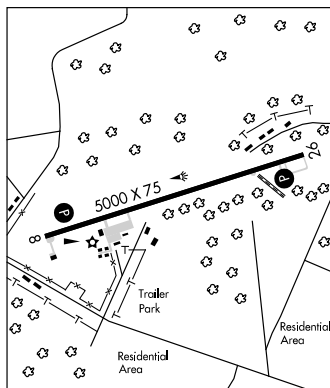
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03' W80°16.50' 080° 16.2 NM to fld. 560/03W

NDB (MHW) 409 CQW N34°44.51' W79°51.94' 257° 4.8 NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc. RWY 23: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

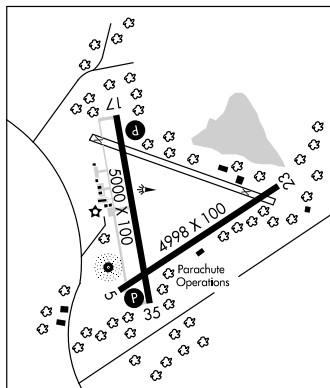
Ⓡ CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 220 DCM N34°47.15' W81°12.05' at fld. NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)

LOC/DME I-ETI 110.7 Chan 44	APP CRS 091°	Rwy Idg TDZE Apt Elev 17	5350
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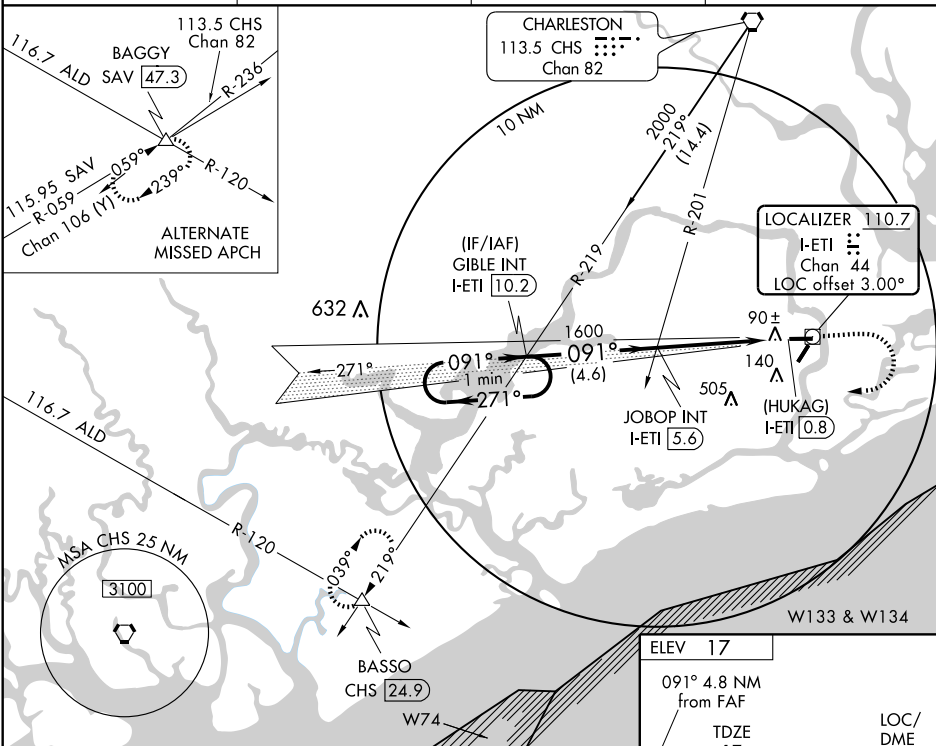
ILS or LOC RWY 9

CHARLESTON EXECUTIVE (JZI)

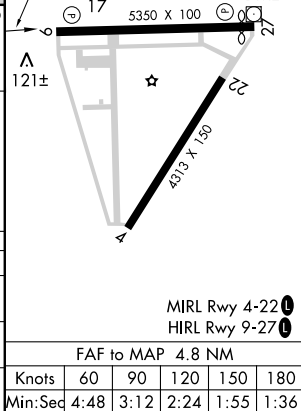
▼ If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern		GIBLE INT I-ETI 10.2	JOBOP INT I-ETI 5.6	1000	3000	CHS R-219	BASSO
GS 3.00° TCH 49° VGSI and ILS glidepath not coincident.		1700	1600	1600	1600	1600	1600
		271°	091°	091°	091°	091°	091°
		4.6 NM	3.7 NM	1 NM			
CATEGORY	A	B	C	D			
S-ILS 9	267-3/4 250 (300-3/4)						
S-LOC 9	380-1 363 (400-1)				380-1 363 (400-1 1/4)		
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1 1/2 463 (500-1 1/2)	580-2 563 (600-2)			



APP CRS 037°	Rwy Idg TDZE 13 Apt Elev 17
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RNAV (GPS) RWY 4

CHARLESTON EXECUTIVE (JZI)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

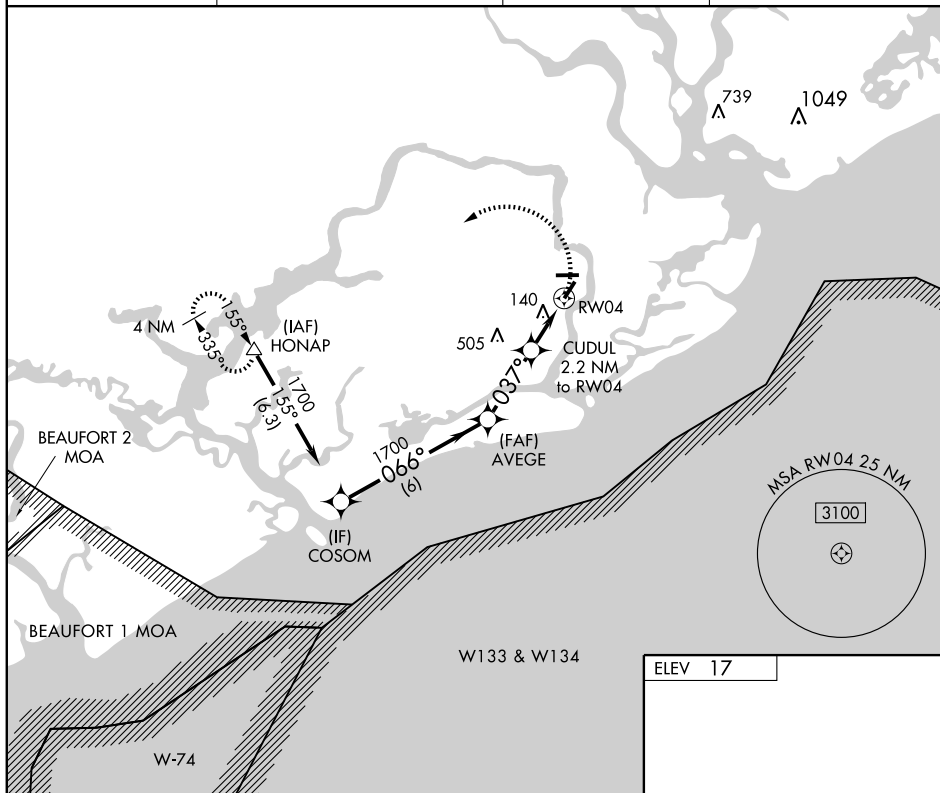
MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3
123.775

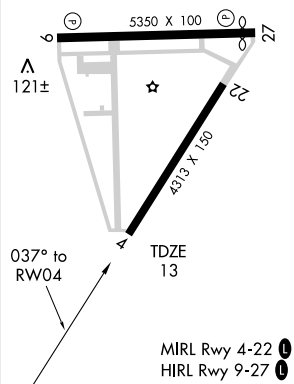
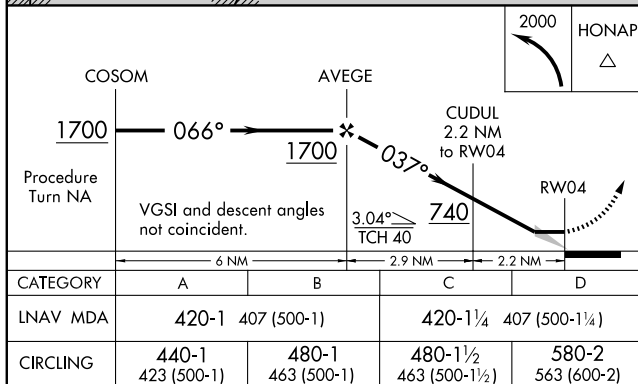
CHARLESTON APP CON
120.7 306.925

CLNC DEL
119.85

UNICOM
122.8 (CTAF) 0



ELEV 17



WAAS
CH **53305**
W09A

APP CRS
094°

Rwy ldg
TDZE **5350**
Apt Elev **19**
17

RNAV (GPS) RWY 9

CHARLESTON EXECUTIVE (JZI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 338, LNAV/VNAV DA all Cats to 466, and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

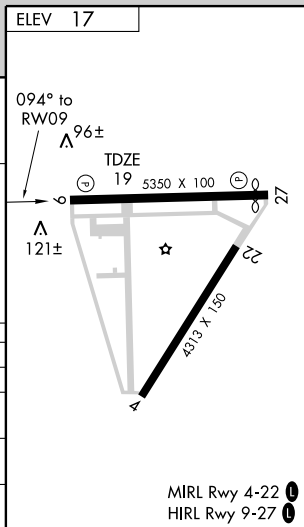
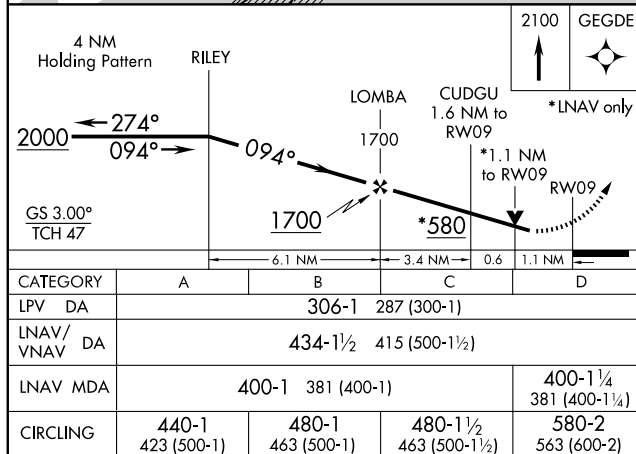
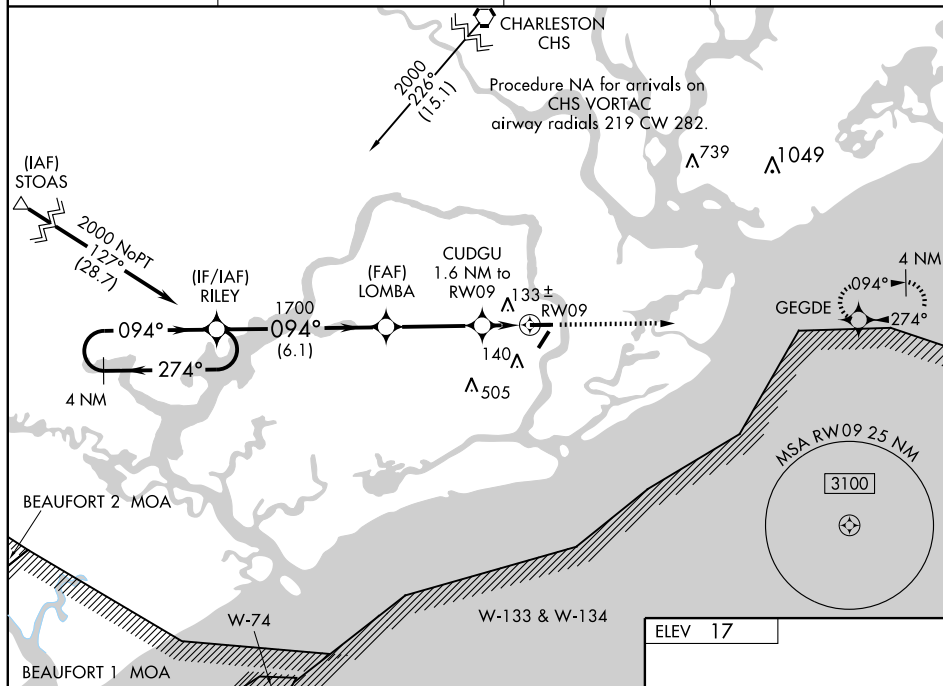
MISSED APPROACH:
Climb to 2100 direct
GEGDE and hold.

AWOS-3
123.775

CHARLESTON APP CON
120.7 306.925

CLNC DEL
119.85

UNICOM
122.8 (CTAF) 0



WAAS CH 77701 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	5000 13 17
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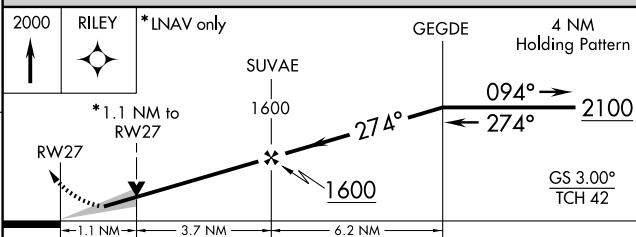
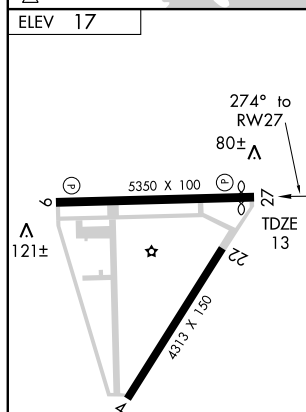
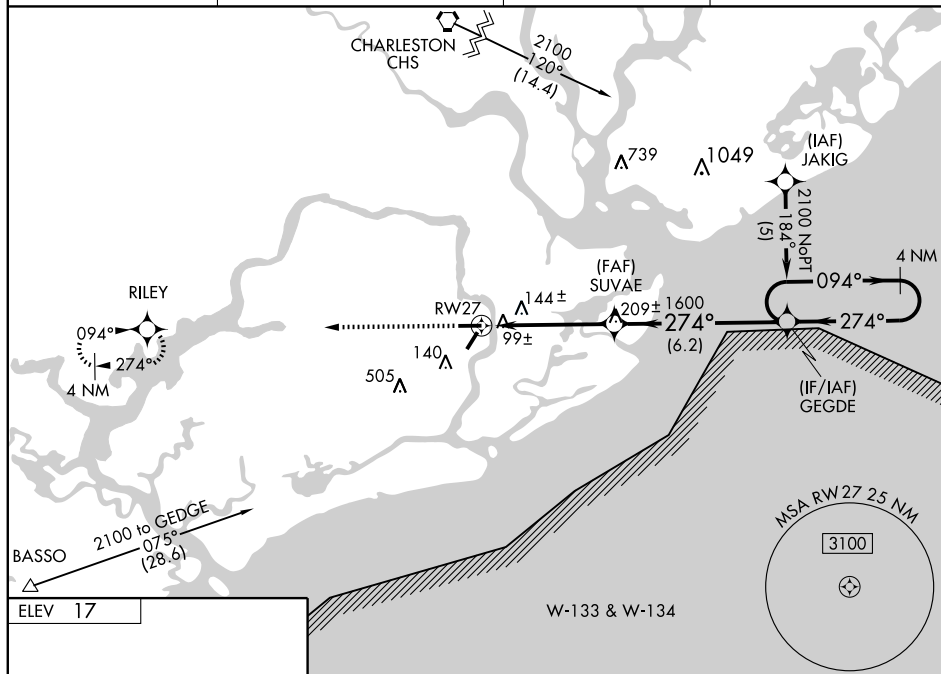
RNAV (GPS) RWY 27

CHARLESTON EXECUTIVE (JZI)

⚠ Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 245, LNAV/VNAV DA all Cats to 426, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct RILEY and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	213-¾	200 (200-¾)		
LNAV/VNAV DA	394-1¼	381 (400-1¼)		
LNAV MDA	400-1	387 (400-1)		400-1¼ 387 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 0
HIRL Rwy 9-27 0

CHARLESTON, SOUTH CAROLINA
Amdt 1 26AUG10

32° 42' N-80° 00' W

CHARLESTON EXECUTIVE (JZI)
RNAV (GPS) RWY 27

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS 113.5 Chan 82	APP CRS 176°	Rwy Idg TDZE Apt Elev	N/A N/A 17
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VOR-A
CHARLESTON EXECUTIVE (JZI)

T If local altimeter not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet.

A DME or RADAR required.

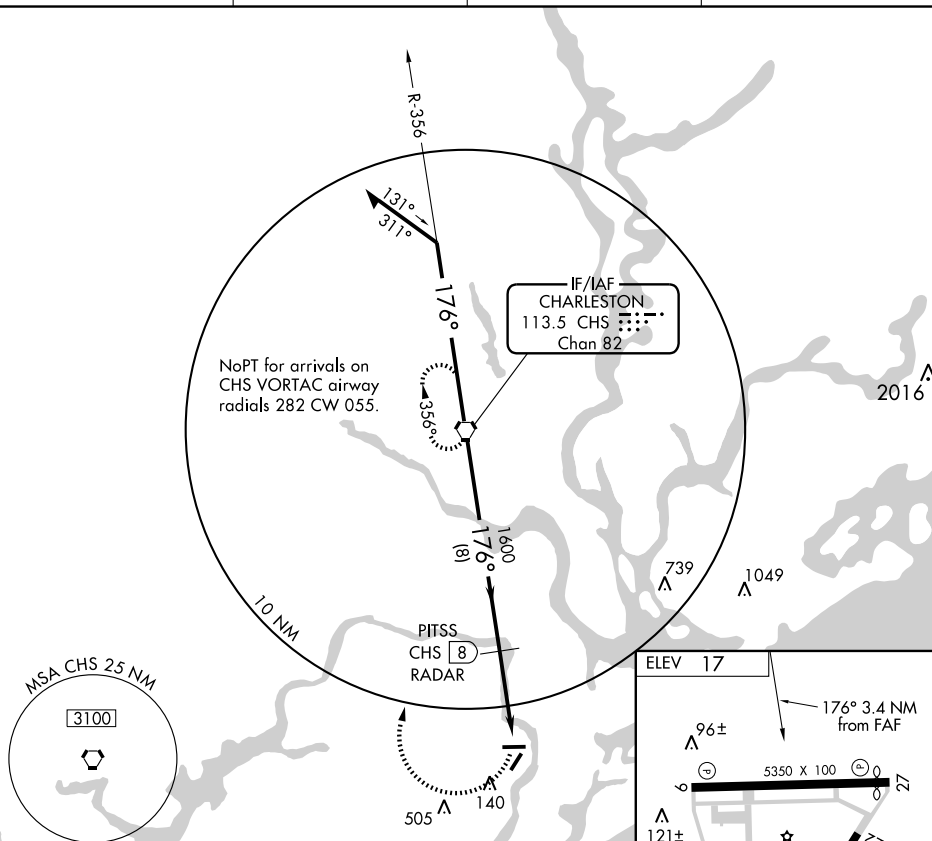
MISSED APPROACH: Climbing right turn to 2000 direct CHS VORTAC and hold.

AWOS-3
123.775

CHARLESTON APP CON
120.7 306.925

CLNC DEL
119.85

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

PISS
CHS 8
RADAR

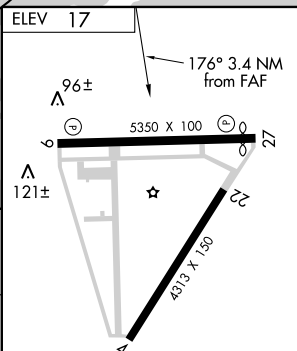
2000	CH
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Diagram of a rectangular plate with a width of 8 nm.

— 3.4 NM —

██████████

CATEGORY	A	B	C	D
CIRCLING	500-1	483 (500-1)	500-1½ 483 (500-1½)	580-2 563 (600-2)



MIRL Rwy 4-22 **L**
HIRL Rwy 9-27 **L**

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CHARLESTON EXECUTIVE (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

AIRPORT REMARKS: Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

CHERAW MUNI/LYNCH BELLINGER FLD (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42'

CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

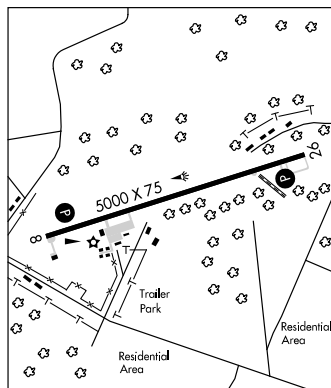
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03' W80°16.50' 080° 16.2 NM to fld. 560/03W

NDB (MHW) 409 CQW N34°44.51' W79°51.94' 257° 4.8 NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc. RWY 23: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

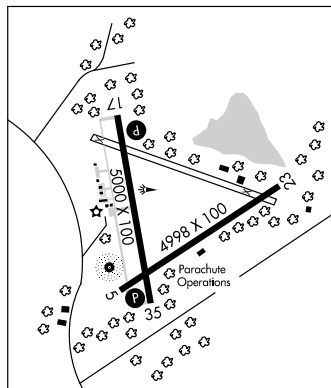
Ⓡ CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 220 DCM N34°47.15' W81°12.05' at fld.
NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)



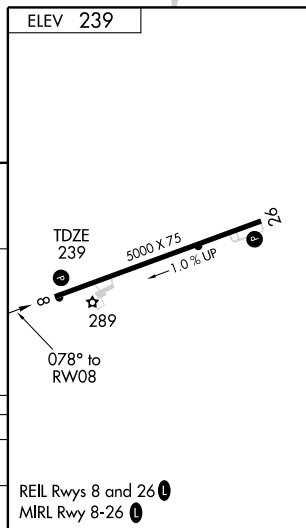
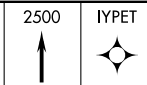
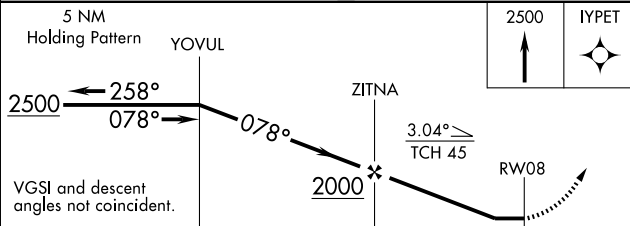
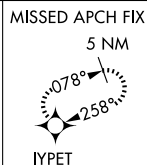
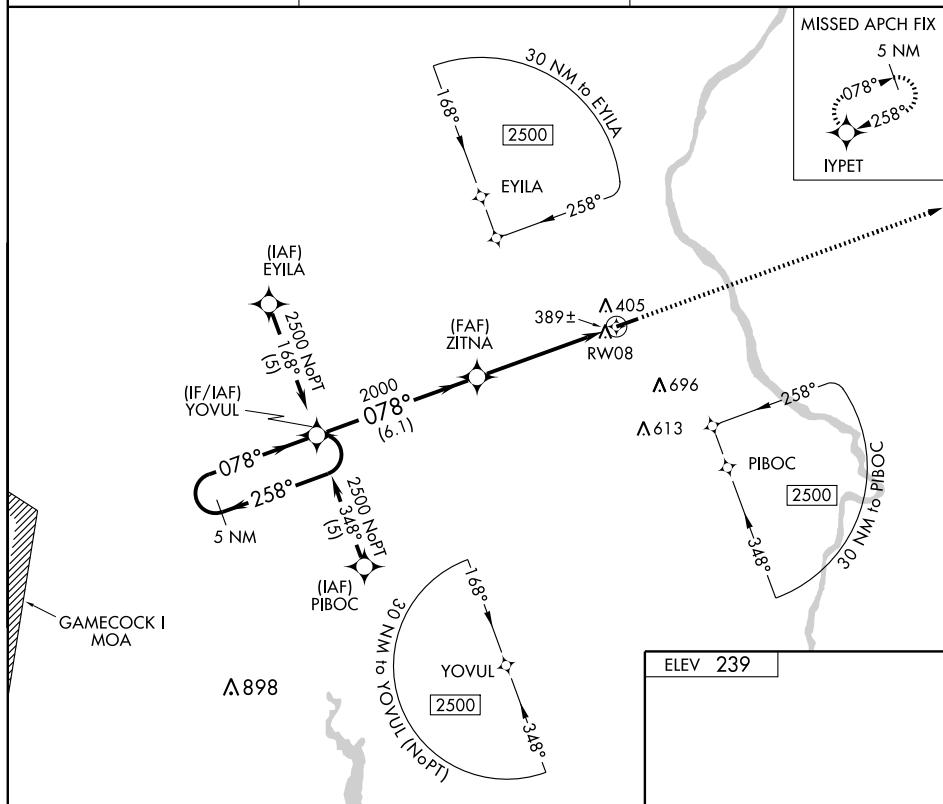
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3
118.175

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNNAV MDA	640-1 401 (500-1)		640-1¼ 401 (500-1¼)	
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

APP CRS	Rwy Idg	5000
258°	TDZE	218
	Apt Elev	239

RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)



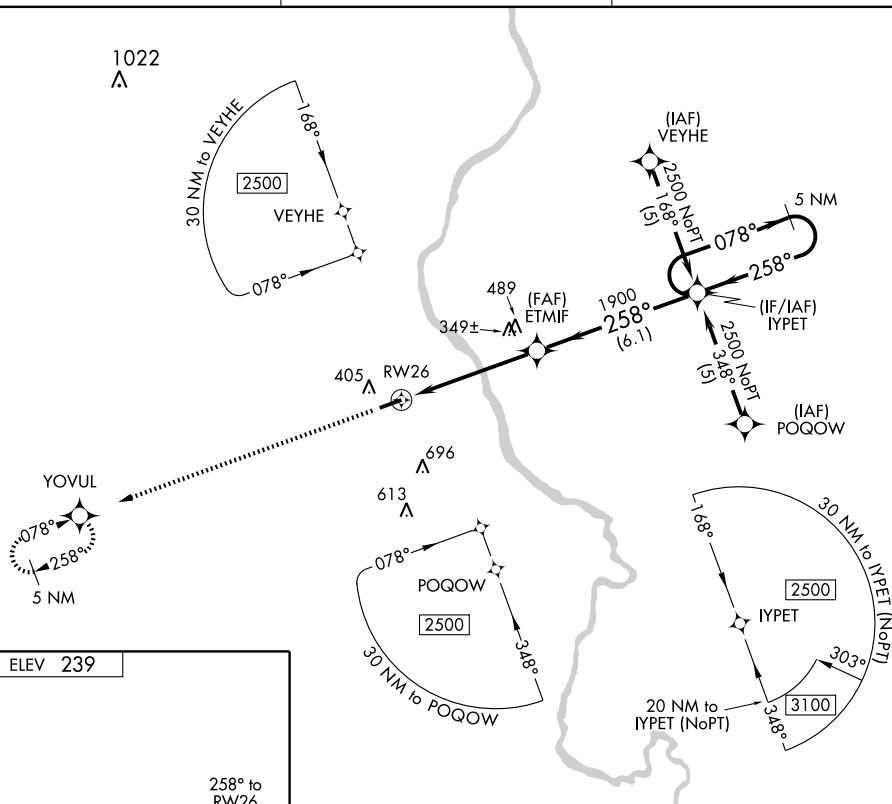
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct YOVL and hold.

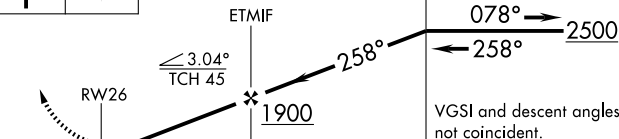
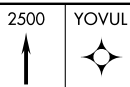
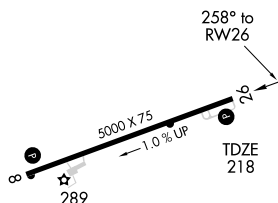
AWOS-3
118.175

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF) ①



ELEV 239



CATEGORY	A	B	C	D
LNVA MDA	600-1 382 (400-1)			600-1¼ 382 (400-1¼)
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwy 8 and 26 ①
MIRL Rwy 8-26 ①

CHARLESTON EXECUTIVE (JZI) 6 SW UTC-5(-4DT) N32°42.06' W80°00.20'

CHARLOTTE

17 B S2 FUEL 100LL, JET A NOTAM FILE AND

H-9C, 12G, L-24J

RWY 09-27: H5350X100 (CONC) S-60, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 27: PAPI(P4R)—GA 3.0° TCH 42'. Thld dsplcd 350'.

RWY 04-22: H4313X150 (CONC) S-45, D-56 MIRL

RWY 04: Tree.

AIRPORT REMARKS: Attended 1100-0300Z†. Deer and birds on and in/ov arpt. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 09-27—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.775 (843) 559-3123 HIWAS 113.5 CHS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ APP/DEP CON 120.7 CLNC DEL 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 176° 11.7 NM to fld. 39/05W.
HIWAS.

ILS/DME 110.7 I-ETI Chan 44 Rwy 09.

CHERAW MUNI/LYNCH BELLINGER FLD (CQW) 3 NW UTC-5(-4DT) N34°42.77' W79°57.42'

CHARLOTTE

239 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 35A, 36E

RWY 08-26: H5000X75 (ASPH-PFC) S-30, D-48 MIRL 1.0% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.45° TCH 33'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Pole.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1800-2200Z†. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE MIRL Rwy 08-26 PAPI Rwy 08, Rwy 26, REIL Rwy 08, Rwy 26 and wind cone lgt—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (843) 537-3301.**COMMUNICATIONS:** CTAF/UNICOM 122.8

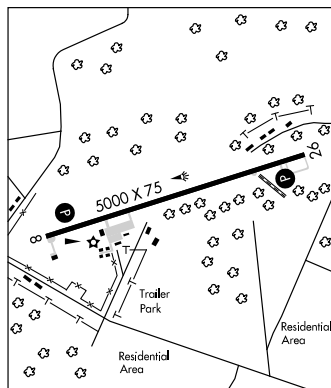
FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03' W80°16.50' 080° 16.2 NM to fld. 560/03W

NDB (MHW) 409 CQW N34°44.51' W79°51.94' 257° 4.8 NM to fld.

**CHESTER CATAWBA RGNL** (DCM) 5 N UTC-5(-4DT) N34°47.36' W81°11.75'

CHARLOTTE

657 B FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D, 36E

RWY 17-35: H5000X100 (ASPH) S-30, D-44 MIRL 0.4% up N

IAP

RWY 17: PAPI(P2L)—GA 3.1° TCH 34'. Tree. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 05-23: H4998X100 (ASPH) S-4, D-12 0.4% up SW

RWY 05: Tree. Rgt tfc. RWY 23: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1300-0100Z†, Sun 1800-0100Z†. Parachute Jumping. Rwy 05-23 severely aged and cracked. Grass beginning to grow through cracks. Rwy 23 dirt access road 0' from thld. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.975 (803) 385-2011.**COMMUNICATIONS:** CTAF/UNICOM 122.7

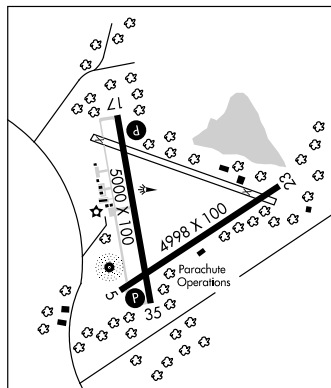
Ⓡ CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 212° 26.9 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 227° 16.9 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 220 DCM N34°47.15' W81°12.05' at fld.
NOTAM FILE AND.

**CHESTERFIELD** N34°39.03' W80°16.50' NOTAM FILE AND.

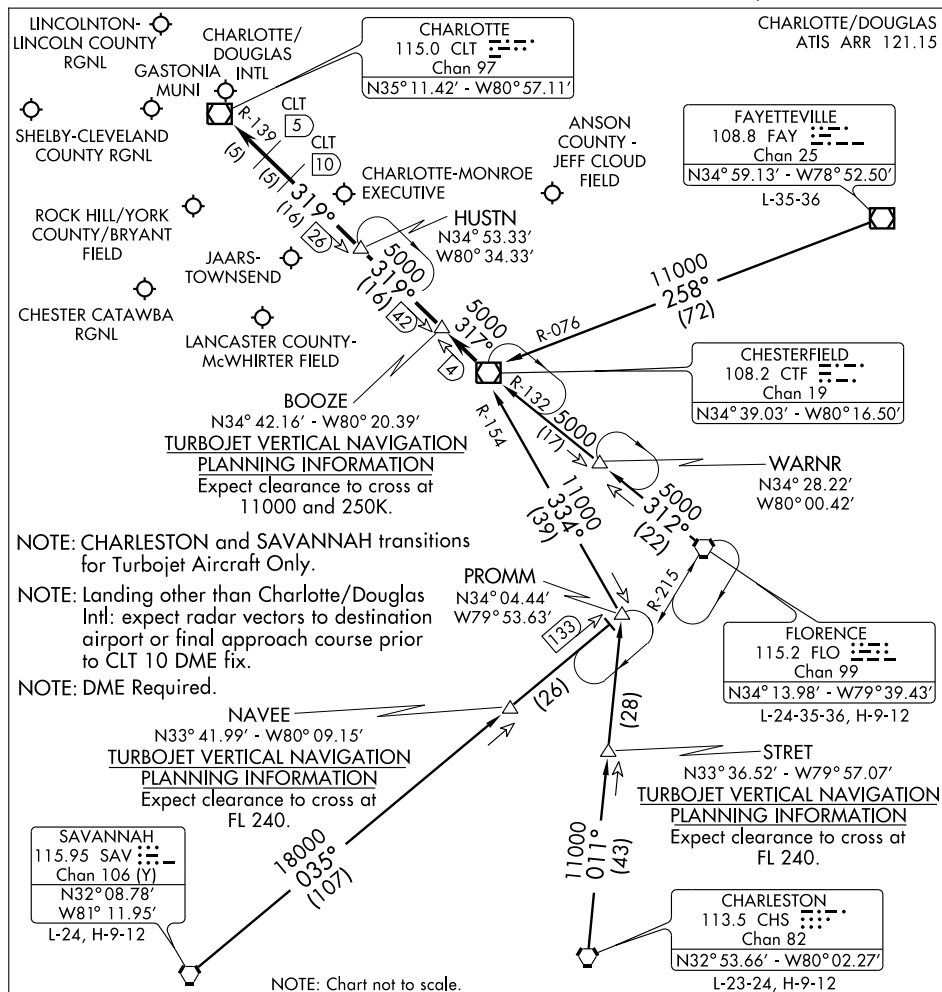
CHARLOTTE

(L) VOR/DME 108.2 CTF Chan 19 080° 16.1 NM to Cheraw Muni/Lynch Bellinger Fld. 560/03W. L-24J, 25E, 36E

RCO 122.05R 108.2T (ANDERSON RADIO)

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
ATIS ARR 121.15
CHARLOTTE APP CON
(001° -119°) **128.32**
(120° -245°) **120.05**
(246° -360°) **134.75**
(180° -359°) **257.2**
(360° -179°) **307.8**

ROANOKE
109.4 ROA
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

MAYOS
N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL220.

MAJIC
N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 13,000'/250K.

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12

KELLS
N36°35.17' - W79°47.17'

RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35' - W78°47.00'
L-36, H-9-12

SUDSY
N35°44.58' - W80°29.63'

LINCOLNTON-
LINCOLN COUNTY
RGNL

SHELBY-
CLEVELAND
COUNTY RGNL

GASTONIA
MUNI

ROCK HILL/YORK
COUNTY/BRYANT
FIELD

CHESTER CATAWBA
RGNL

NOTE: Chart not to scale.

CLT
10

CHARLOTTE
DOUGLAS
INTL

CLT
5

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
EXECUTIVE

JAARS-
TOWNSEND

LANCASTER COUNTY-
McWHIRTER FIELD

GIZMO
N35°32.99' - W80°39.29'

ANSON COUNTY -
JEFF CLOUD
FIELD

LIBERTY
113.0 LIB
Chan 77
N35°48.70' - W79°36.76'

NOTE: DME required.
NOTE: RADAR required for LIB R-273.
NOTE: Landing other than Charlotte/
Douglas Intl; expect radar
vectors to destination airport
or final approach course prior
to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273
to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
and CLT R-039 to MAJIC INT. Thence. . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

NDB DCA
220

APP CRS
340°

Rwy Idg	5000
TDZE	648
Apt Elev	657

NDB RWY 35

CHESTER CATAWBA RGNL (DCM)

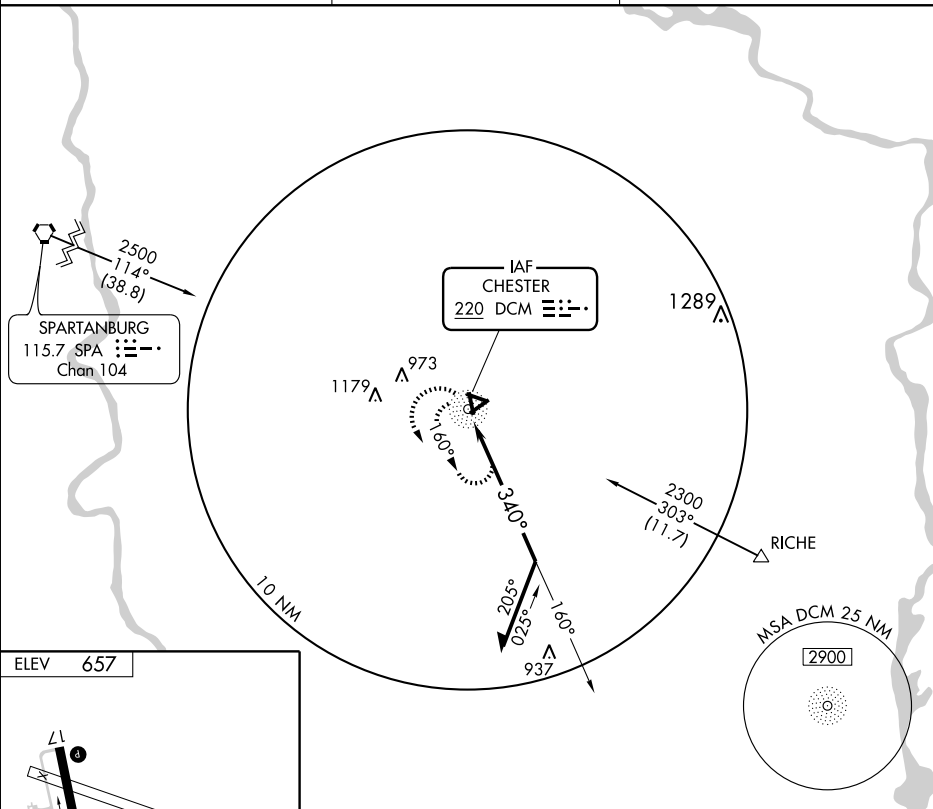
T Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

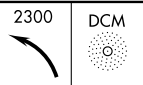
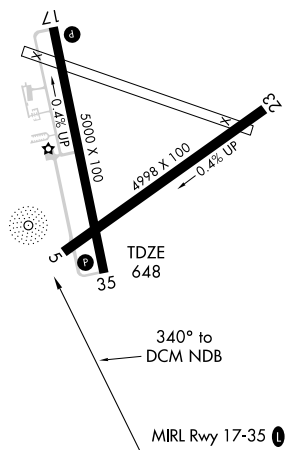
AWOS-3
120.975

CHARLOTTE APP CON
120.05 307.8

UNICOM
122.7 (CTAF) **L**



ELEV 657



NDI

Remain
within 10 NM

2300

CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1	683 (700-1)	1340-2 683 (700-2)	1340-2¼ 683 (700-2¼)

CHESTER, SOUTH CAROLINA

Amdt 2 23SEP10

CHESTER CATAWBA RGNL (DCM)

NDB RWY 35

34° 47'N - 81° 12'W

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93818 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 657 657
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RNAV (GPS) RWY 17

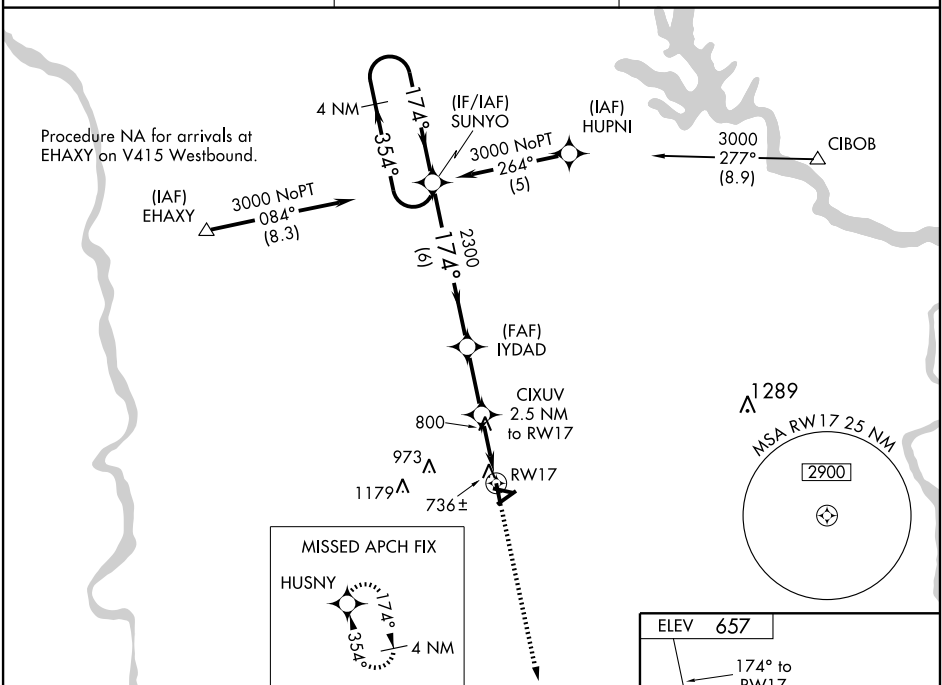
CHESTER CATAWBA RGNL (DCM)

<p>▼ Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct HUSNY and hold.</p>
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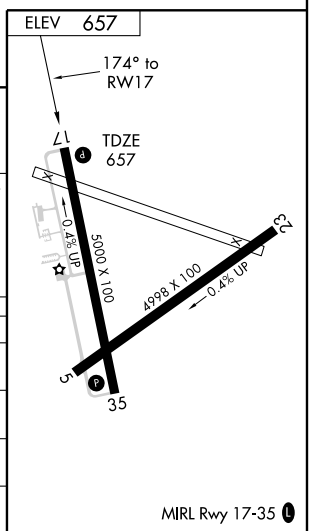
AWOS-3
120.975

CHARLOTTE APP CON
120.05 307.8

UNICOM
122.7 (CTAF) 0



4 NM Holding Pattern		SUNYO		CIXUV 2.5 NM to RW17		3000 HUSNY	
3000		174°		174°		*LNAV only	
GS 3.00° TCH 34		354°		2300		*1.1 NM to RW17	
		2300		*1480		RW17	
		6 NM		2.5 NM		1.4 NM	
						1.1	
CATEGORY	A	B	C	D			
LPV DA	907-1 250 (300-1)						
LNAV/VNAV DA	1134-1¾ 477 (500-1¾)						
LNAV MDA	1060-1	403 (500-1)	1060-1¼	403 (500-1¼)			
CIRCLING	1160-1	503 (600-1)	1160-1½	503 (600-1½)	1220-2	563 (600-2)	



MIRL Rwy 17-35 0

WAAS CH 40318 W35A	APP CRS 354°	Rwy Idg TDZE 648 Apt Elev 657	5000 648 657
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RNAV (GPS) RWY 35

CHESTER CATAWBA RGNL (DCM)

▼ Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
SUNYO and hold.

AWOS-3

120.975

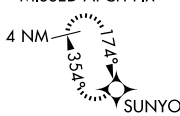
CHARLOTTE APP CON

120.05 307.8

UNICOM

122.7 (CTAF) ①

MISSED APCH FIX



Procedure NA for arrivals at TAYSO
on V66 Southwest bound.

(IAF) TAYSO
3000 NoPT
084°
(8.3)

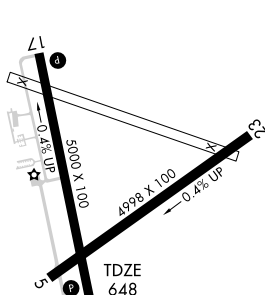
(IF/IAF) HUSNY
2200
354°
(6.3)

174°
354°
4 NM

3000 NoPT
322°
(11.3)

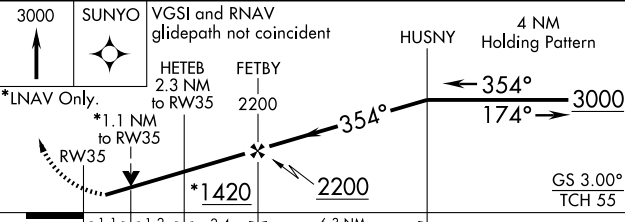
(IAF) GREAT

Procedure NA for arrivals at GREAT
on V37 southbound.

ELEV **657**

354° to
RW35

MRL Rwy 17-35 ①

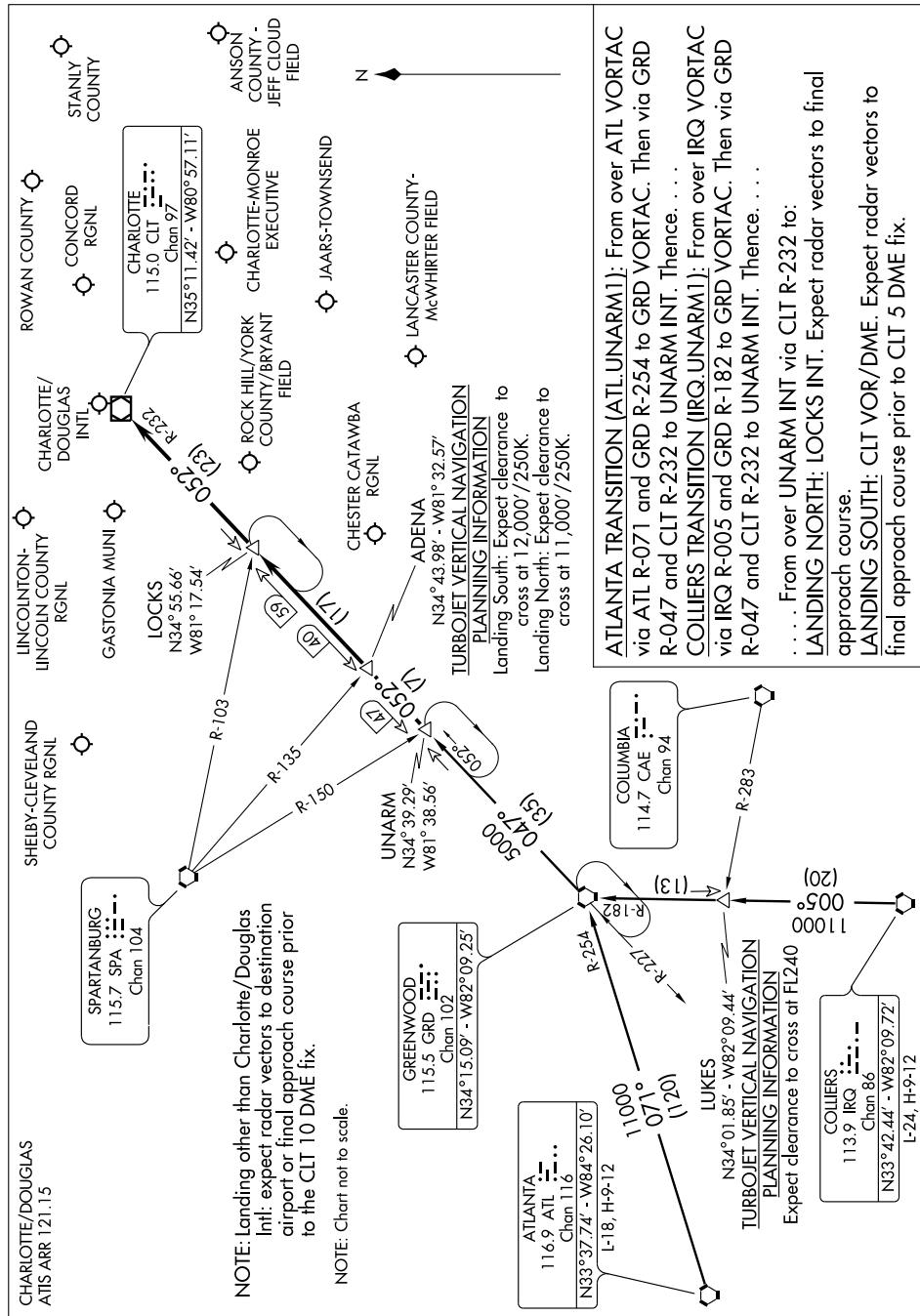


CATEGORY	A	B	C	D
LPV DA	940-1 292 (300-1)			
LNAV/ VNAV DA	1010-1¼ 362 (400-1¼)			
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1160-1 503 (600-1)		1160-1½ 503 (600-½)	1220-2 563 (600-2)

SHINE FIVE ARRIVAL



SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

CLEMSON N34°40.43' W82°53.21' NOTAM FILE CEU.

NDB (MHW) 257 CEU at Oconee County Rgnl.

ATLANTA

L-25C

CLEMSON

OCONEE COUNTY RGNL (CEU) 3 W UTC-5(-4DT) N34°40.32' W82°53.21'

892 B S4 **FUEL** 100LL, JET A NOTAM FILE CEU

RWY 07-25: H4400X100 (ASPH) S-26 MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Tree. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300-0000Z†. Rwy 07-25 PAEW adjacent 1700-0200Z†. Parachute Jumping. Deer on and in/ov rwy. No line of sight between rwy ends. Acft may be operating from private arpt 1 NM W-NW of arpt. MIRL Rwy 07-25 high ints OTS indef. ACTIVATE MIRL Rwy 07-25—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (864) 882-0144.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **GREER APP/DEP CON** 118.8 (1100-0445Z‡)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z‡)

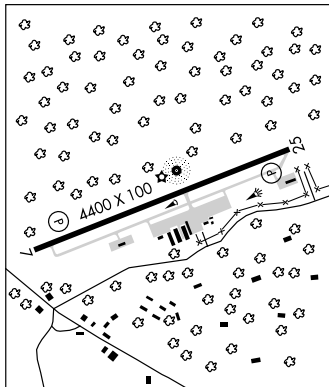
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 094° 20.4 NM to fld. 1700/00E.

CLEMSON NDB (MHW) 257 CEU N34°40.43' W82°53.21'

at fld. NOTAM FILE CEU.



CLIO CROP CARE (9W9) 2 SE UTC-5(-4DT) N34°33.69' W79°32.29'

192 TPA-792(600) NOTAM FILE AND

RWY 05-23: 2598X125 (TURF)

RWY 05: Tree. **RWY 23:** Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300Z†-dusk, Sat 1300-1700Z‡.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

COLLIERS N33°42.44' W82°09.72' NOTAM FILE AND.

(H) VORTAC 113.9 IRQ Chan 86 161° 15.7 NM to Daniel Fld, GA. 428/04W.

RCO 122.1R 113.9T (ANDERSON RADIO)

ATLANTA

H-9B, 12G, L-241

NDB CEU 257	APP CRS 267°	Rwy ldg TDZE Apt Elev	4400 892 892
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NDB RWY 25

CLEMSON/OCONEE COUNTY RGNL (CEU)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CEU NDB and hold.

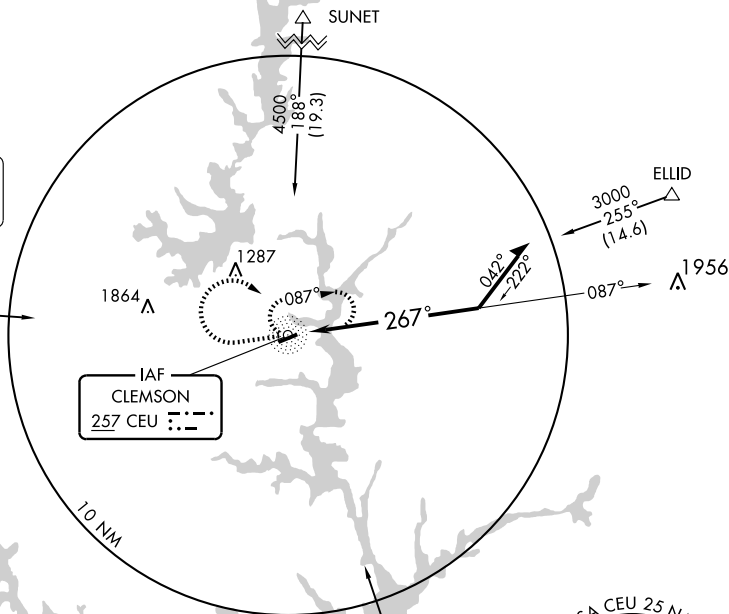
ASOS
119.275

GREER APP CON ★
118.8 385.4

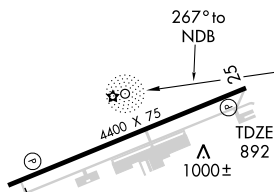
UNICOM
122.7 (CTAF) 0

FOOTHILLS
113.4 ODF
Chan 81

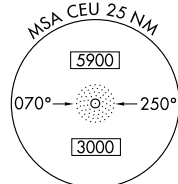
3300
094°
(20.4)



ELEV 892



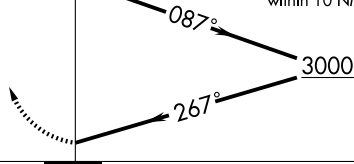
ELECTRIC CITY
108.6 ELW
Chan 23



2000	3000	CEU
↑	↻	257

NDB

Remain
within 10 NM



CATEGORY	A	B	C	D
S-25	1500-1 608 (700-1)		1500-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA
CIRCLING	1500-1 608 (700-1)		1500-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA

MIRL Rwy 7-25 0
REIL Rws 7 and 25

Knots	60	90	120	150	180
Min:Sec					

CLEMSON, SOUTH CAROLINA
Orig 07298

CLEMSON/OCONEE COUNTY RGNL (CEU)

34° 40'N - 82° 53'W

NDB RWY 25

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97605 W07A	APP CRS 073°	Rwy Idg TDZE Apt Elev	4400 892 892
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RNAV (GPS) RWY 7

CLEMSON/ OCONEE COUNTY RGNL (CEU)



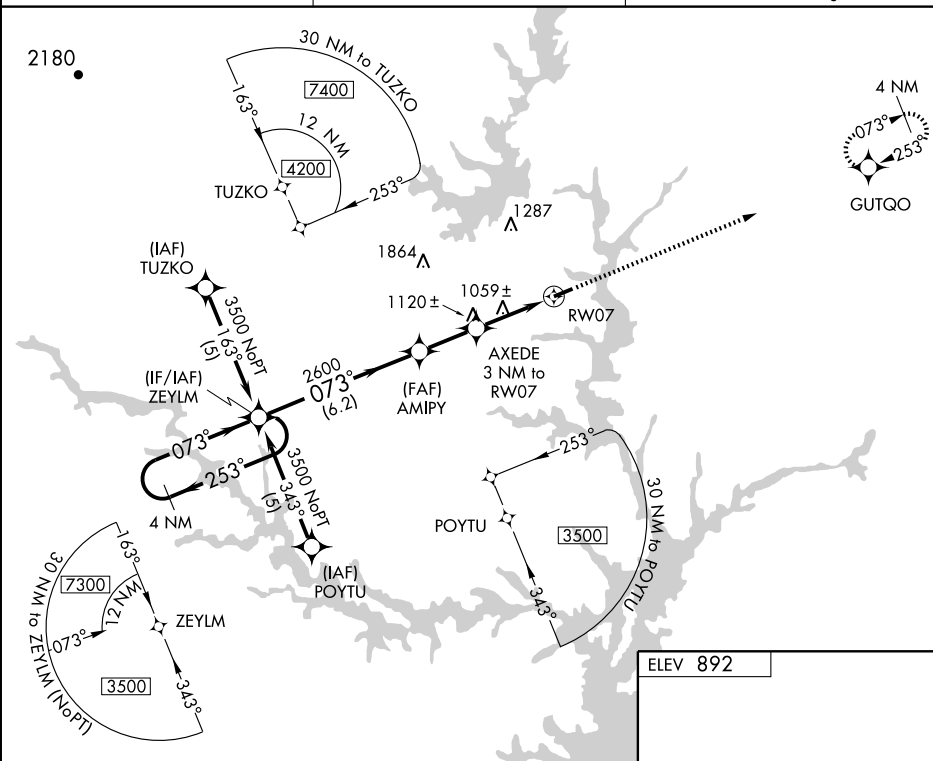
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1262 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

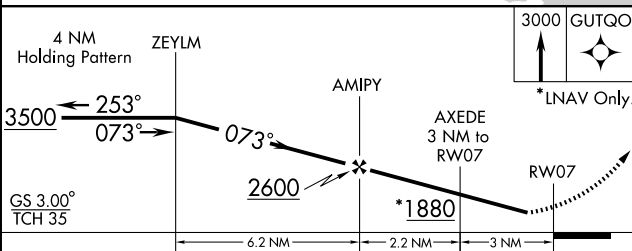
ASOS
119.275

GREER APP CON ★
118.8 385.4

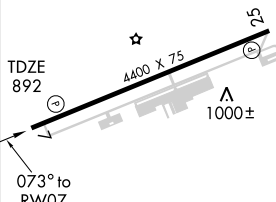
UNICOM
122.7 (CTAF) 0



ELEV 892



CATEGORY	A	B	C	D
LPV DA	1214-1¼	322 (400-1¼)		NA
LNAV MDA	1320-1	428 (500-1)	1320-1¼ 428 (500-1¼)	NA
CIRCLING	1380-1	488 (500-1)	1380-1½ 488 (500-1½)	NA

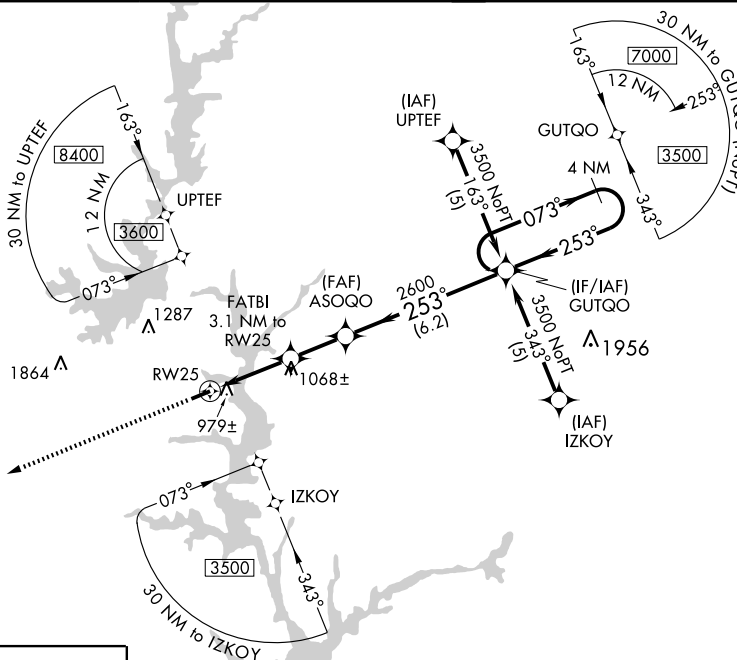


MIRL Rwy 7-25 0
REIL Rwy 7 and 25

WAAS
CH **50405**
W25AAPP CRS
253°Rwy Idg **4400**
TDZE **892**
Apt Elev **892****RNAV (GPS) RWY 25**
CLEMSON/ OCONEE COUNTY RGNL (CEU)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA
▲ If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1190 and all MDAs 60 feet.

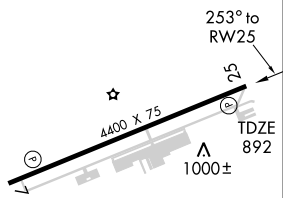
MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS
119.275GREER APP CON ★
118.8 385.4UNICOM
122.7 (CTAF) 0

ZEYLM

073°
253°
4 NM

ELEV 892



3000 ZEYLM

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

3000 ZEYLM

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

ASOQO

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

GUTQO

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

GUTQO 4 NM Holding Pattern

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

GUTQO 4 NM Holding Pattern

*LNAV Only.

RW25

FATBI 3.1 NM to RW25

ASOQO

1900*

3.1 NM

2.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

LNVA MDA

CIRCLING

GS 3.00° TCH 35

MIRL Rwy 7-25 0
REIL Rwy 7 and 25

AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (C.A.E.)
COLUMBIA, SOUTH CAROLINA

ATIS
120.15
COLUMBIA TOWER
119.5 257.8
GND CON
121.9 348.6
CLNC DEL
119.75

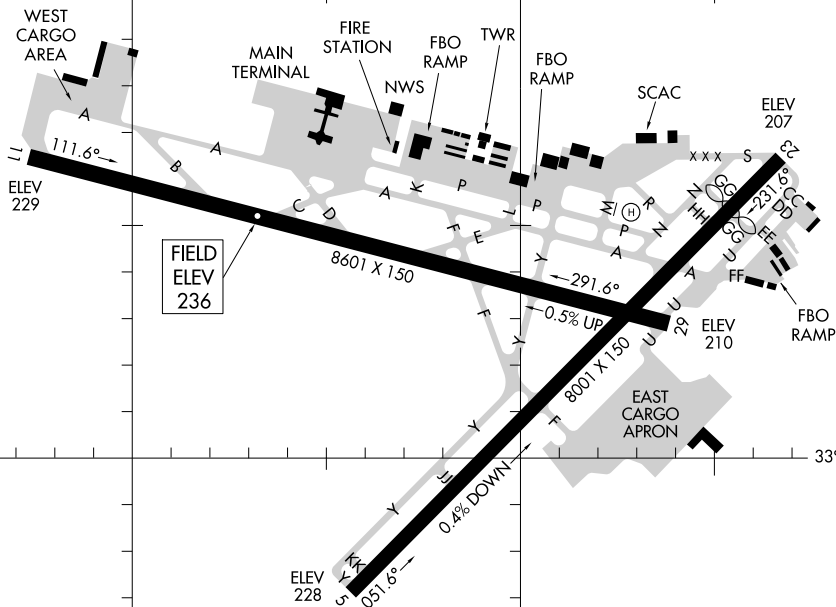
D

396

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

33°57'N

SE-2, 21 OCT 2010 to 18 NOV 2010

FIELD
ELEV
236

8601 X 150

-291.6°

0.5% UP

8001 X 150

0.4% DOWN

ELEV
228ELEV
207ELEV
210

33°56'N

RWY 05-23
S-100, D-200, 2S-175, 2D-355,
2D/2D2-675
RYW 11-29
S-72, D-225, 2S-175, 2D-409,
2D/2D2-700

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

81°08'W

81°07'W

33°55'N

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBIA, SOUTH CAROLINA
COLUMBIA METROPOLITAN (C.A.E.)

COLUMBIA

COLUMBIA METROPOLITAN (CAE) 5 SW UTC-5(-4DT) N33°56.33' W81°07.17'

CHARLOTTE

236 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks LRA Class I, ARFF Index C
NOTAM FILE CAEH-9B, 126, L-241
IAP, ADRWY 11-29: H8601X150 (ASPH-GRVD) S-72, D-225, 2S-175,
2D-409, 2D/2D2-700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 78'. 0.5% up.

RWY 05-23: H8001X150 (ASPH-CONC-GRVD) S-100, D-200,
2S-175, 2D-355, 2D/2D2-675 HIRL

RWY 05: MALSR. PAPI(P4R)—GA 3.0° TCH 60'. 0.4% down.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld displcd 1000'.
Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-8001 TODA-8001 ASDA-7001 LDA-7001

RWY 11: TORA-8601 TODA-8601 ASDA-8601 LDA-8601

RWY 23: TORA-8001 TODA-8001 ASDA-8001 LDA-7001

RWY 29: TORA-8601 TODA-8601 ASDA-8601 LDA-8601

AIRPORT REMARKS: Attended continuously. Acft ldg with explosives

obtain PPR from arpt ops 803-822-5050. Surface Touchdown rwy
visual range avbl Rwy 05-23. Touchdown, midpoint and rollout rwy
visual range avbl Rwy 11. Touchdown, midfield and rollout rwy
visual range avbl Rwy 29. Helipad H1 located north of Twy Pbetween Twy M and Twy R. Fee for commercial aircraft over 15,000 pounds. Opr of ultralight vehicles prohibited.
TPA for propeller acft 1236(1000); TPA for turboprop 2036(1800). Sports complex with numerous flood lgts
approximately 6500' from apch end Rwy 11. Noise abatement procedure: No turns blo 1000' for turbine engine
acft unless directed by ATC.

WEATHER DATA SOURCES: ASOS (803) 822-4168

COMMUNICATIONS: ATIS 120.15 UNICOM 122.95

RCO 122.65 (ANDERSON RADIO)

RCO 122.1R 114.7T (ANDERSON RADIO)

① APP/DEP CON 124.15 (110°-289°) 133.4 (290°-109°)

TOWER 119.5 GND CON 121.9 CLNC DEL 119.75

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

(H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 328° 5.9 NM to fld. 400/02W.

VOR portion unusable:

327°-073° byd 10 NM blo 4000'.

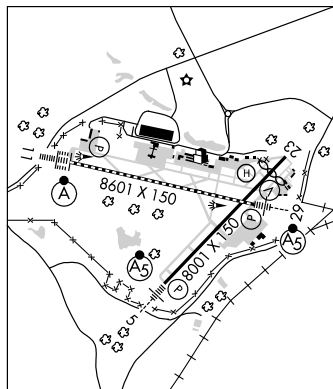
MURRY NDB (LOM) 362 CA N33°58.03' W81°14.68' 112° 6.5 NM to fld. LOM unmonitored.

ILS 110.3 I-CAE Rwy 11. Class IIIE. LOM MURRY NDB. LOM unmonitored.

ILS 108.3 I-VYK Rwy 29. Class IB. MM OTS indef.

ILS 108.95 I-GJC Rwy 05.

ASR



HELIPAD H1: H50X50 (CONC) PERIMETER LGTS

LOC I-GJC 108.95	APP CRS 050°	Rwy Idg TDZE Apt Elev	7001 228 236
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ILS or LOC RWY 5

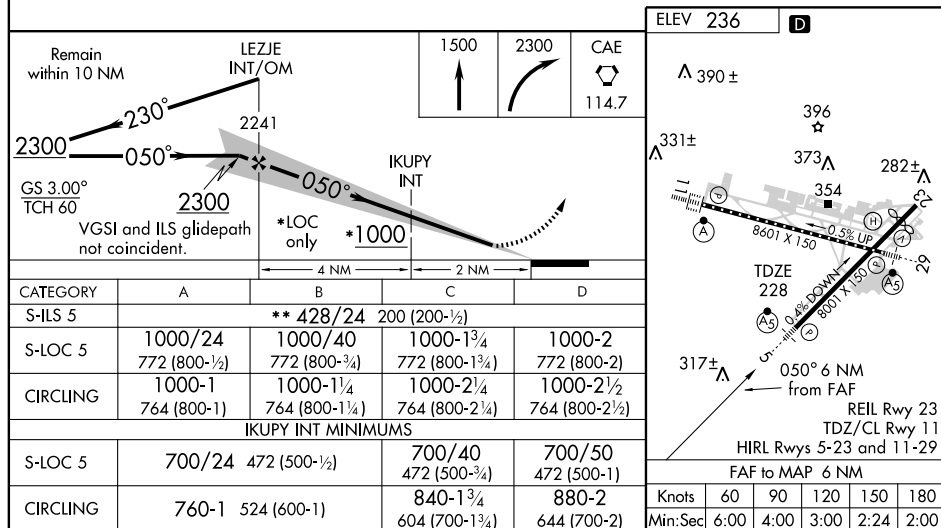
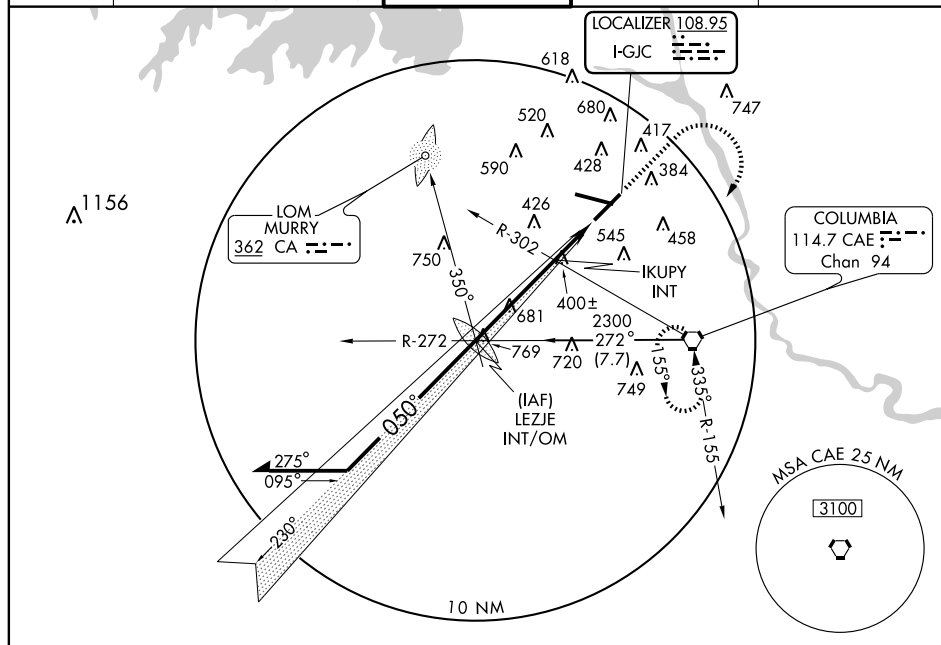
COLUMBIA METROPOLITAN (CAE)

ASR **RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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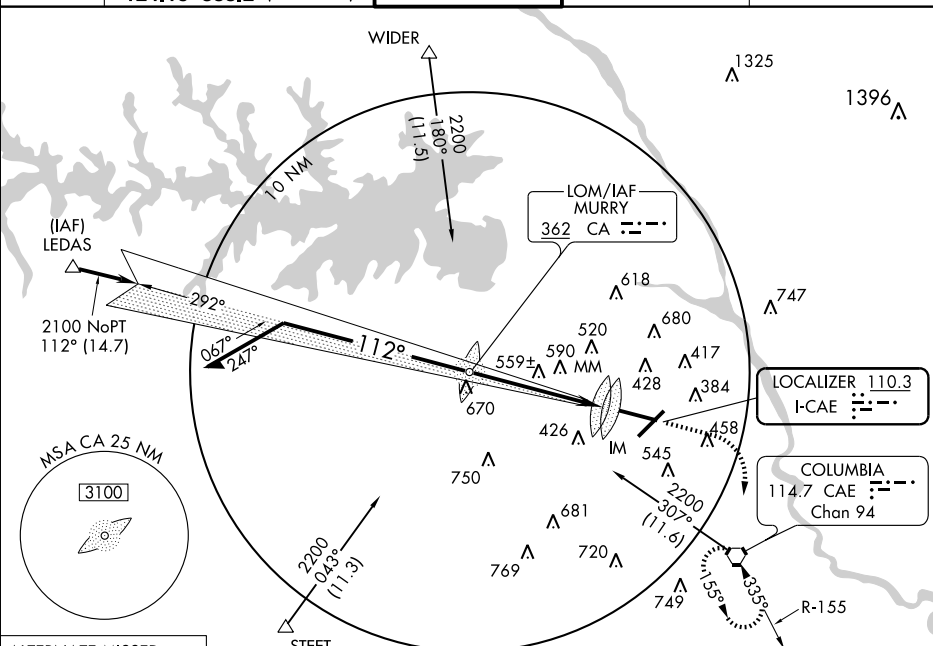
LOC I-CAE 110.3	APP CRS 112°	Rwy Idg TDZE Apt Elev	8601 236 236
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ILS or LOC RWY 11

COLUMBIA METROPOLITAN (CAE)

 ASR	COLUMBIA APP CON		COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
	ATIS 120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)			

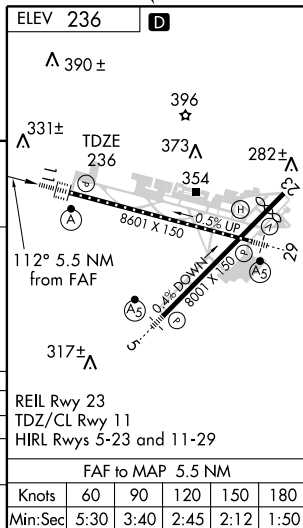
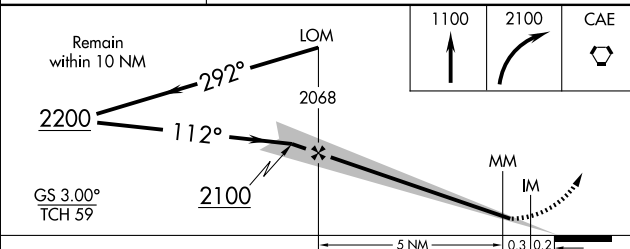
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.



ALTERNATE MISSED APCH FIX



ADF REQUIRED

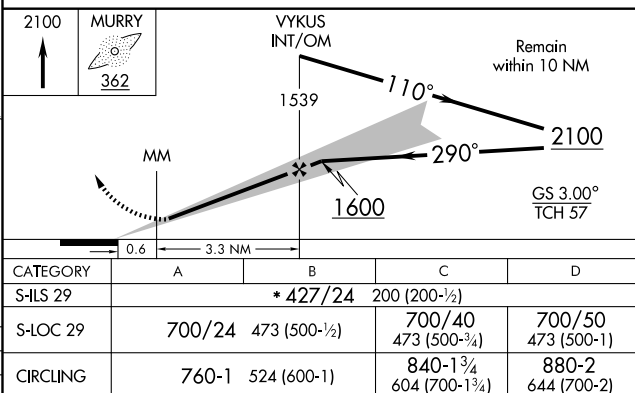
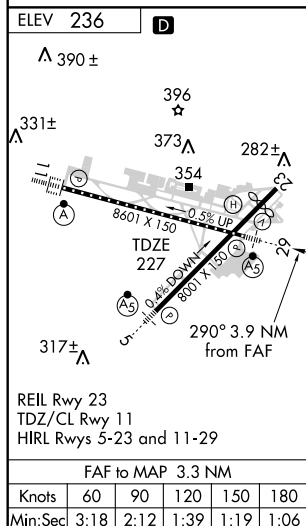
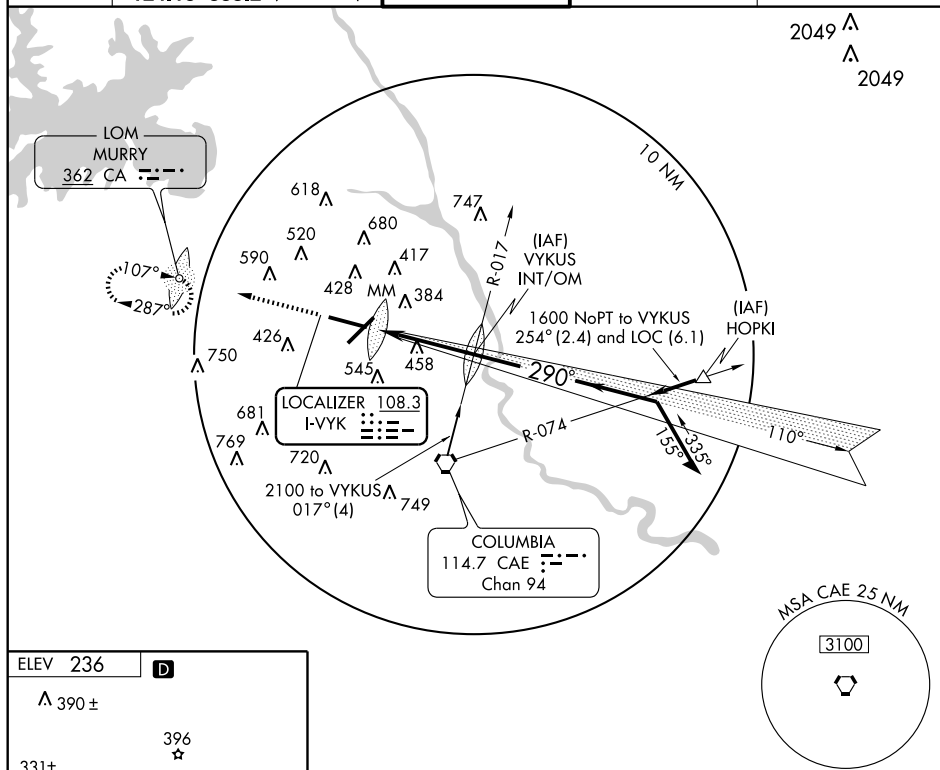


CATEGORY	A	B	C	D
S-ILS 11	436/18 200 (200-½)			
S-LOC 11	820/24	584 (600-½)	820/50 584 (600-1)	820/60 584 (600-1¼)
CIRCLING	820-1	584 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)

LOC I-VYK <u>108.3</u>	APP CRS 290°	Rwy Idg 8601 TDZE 227 Apt Elev 236
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ILS or LOC RWY 29
COLUMBIA METROPOLITAN (CAE)




<div><div><div></div><div></div></div><div>ADF REQUIRED. * RVR 1800 authorized with the use of FD or AP or HUD to DA.</div></div>	<div><div><div></div><div></div></div><div>MALS R</div></div>	MISSED APPROACH: Climb to 2100 direct MURRY LOM and hold.			
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)		COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75

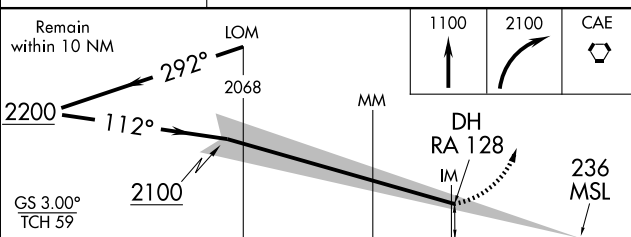
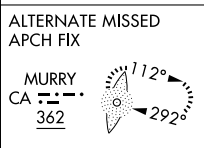
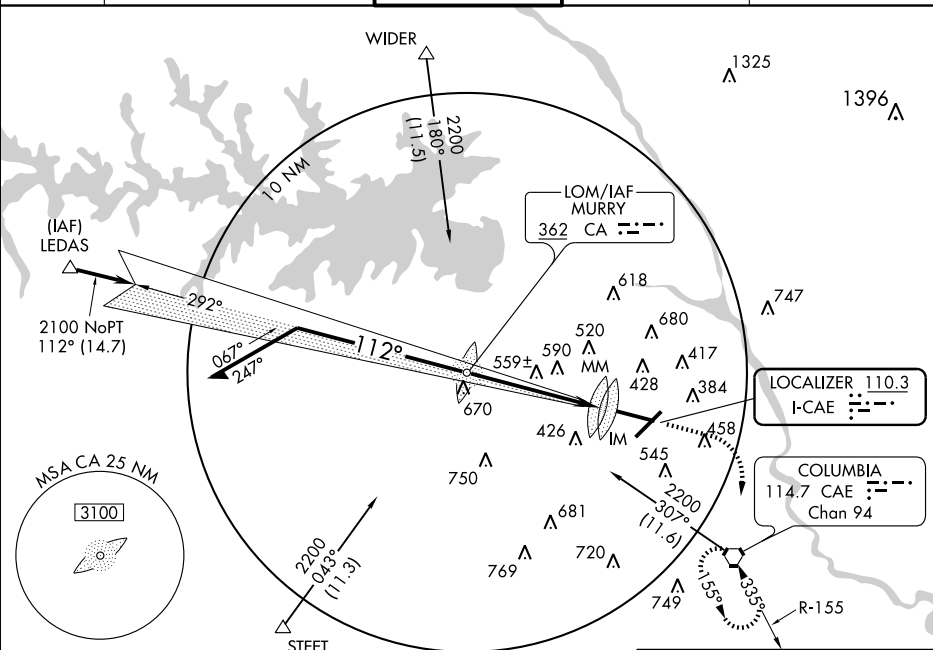


LOC I-CAE 110.3	APP CRS 112°	Rwy Idg TDZE Apt Elev	8601 236 236
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ILS RWY 11 (CAT II)

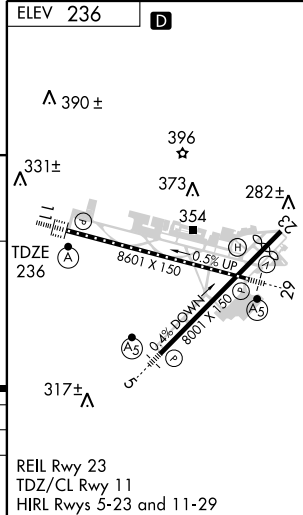
COLUMBIA METROPOLITAN (CAE)

  ASR		ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.	
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75




CATEGORY	A	B	C	D
S-ILS 11				

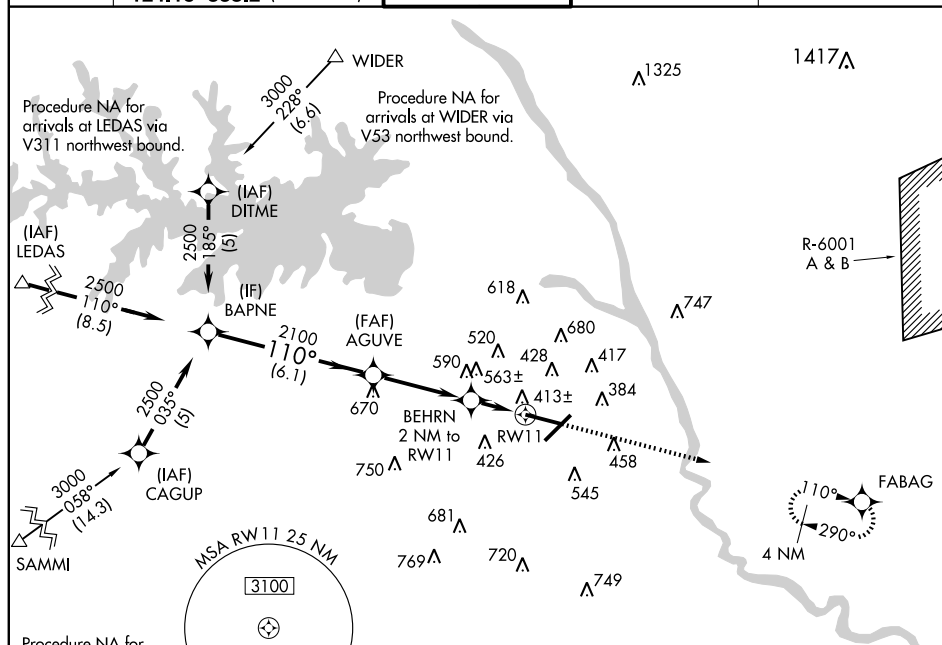
**CATEGORY II ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



WAAS CH 61014 W11A	APP CRS 110°	Rwy Idg 8601 TDZE 236 Apt Elev 236
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RNAV (GPS) RWY 11
COLUMBIA METROPOLITAN (CAE)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.		ALSF-2 	MISSED APPROACH: Climb to 3000 direct FABAG and hold.	
	ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)		COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at SAMMI via V56 westbound.

Procedure NA for arrivals at SAMMI via V56 westbound.

3000
↑
FABAG
*LNAV Only

BAPNE

2500

110°

2100

AGUVE

BEHRN 2 NM to RW11

*1.4 NM to RW11

*920

RW11

6.1 NM

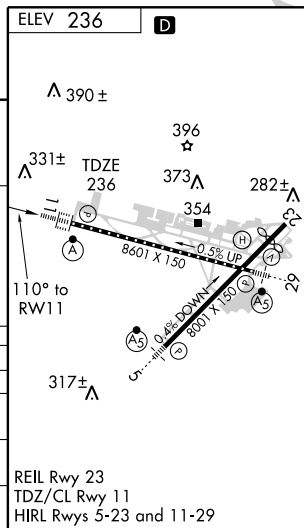
3.6 NM

0.6

1.4 NM

GS 3.00°
TCH 59

CATEGORY	A	B	C	D
LPV DA		436/24	200 (200-½)	
LNAV/VNAV DA		744/60	508 (600-1¼)	
LNAV MDA	740/24	504 (600-½)	740/50	504 (600-1)
CIRCLING	740-1	504 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)



WAAS CH 40026 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	7001 213 236
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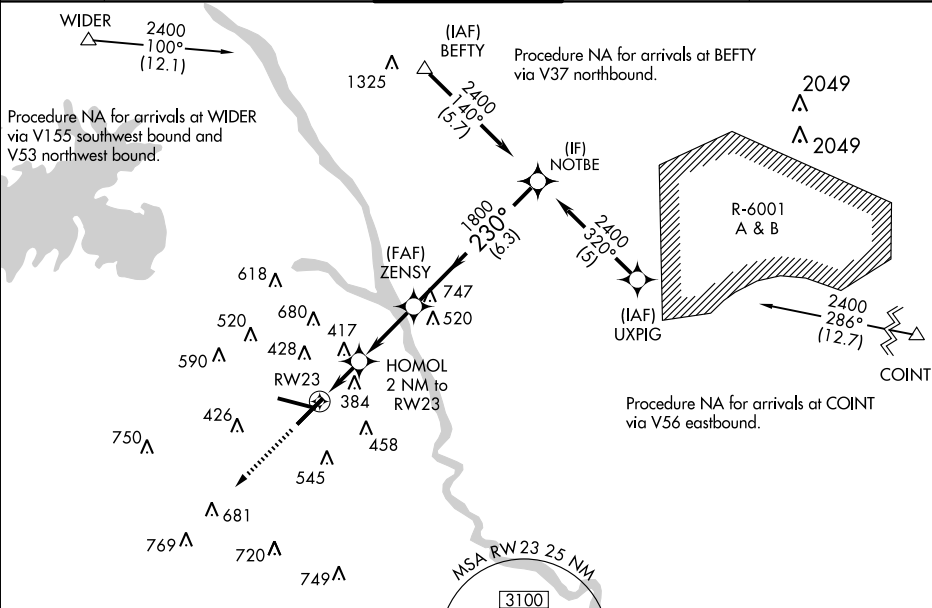
RNAV (GPS) RWY 23

COLUMBIA METROPOLITAN (CAE)

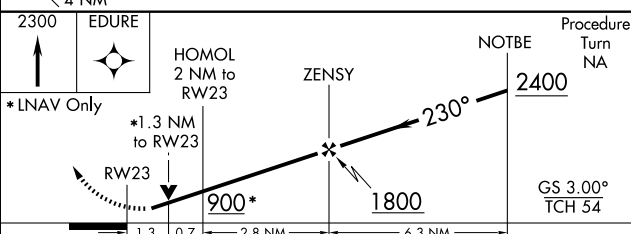
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to
2300 direct EDURE and hold.

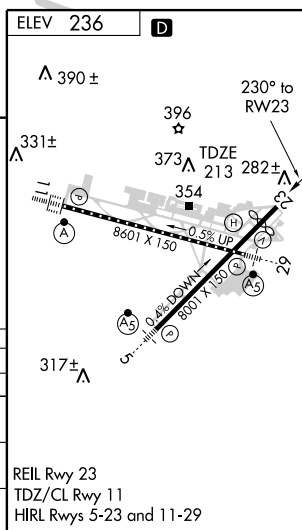
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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EDURE



CATEGORY	A	B	C	D
LPV DA		503/50	290 (300-1)	
LNAV/VNAV DA		699-1 ³ / ₄	486 (500-1 ³ / ₄)	
LNAV MDA	680/50	467 (500-1)	680-1 ¹ / ₂ 467 (500-1 ¹ / ₂)	680-1 ¹ / ₂ 467 (500-1 ¹ / ₂)
CIRCLING	740-1	504 (600-1)	840-1 ³ / ₄ 604 (700-1 ³ / ₄)	880-2 644 (700-2)



WAAS CH 53414 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	8601 227 236
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RNAV (GPS) RWY 29

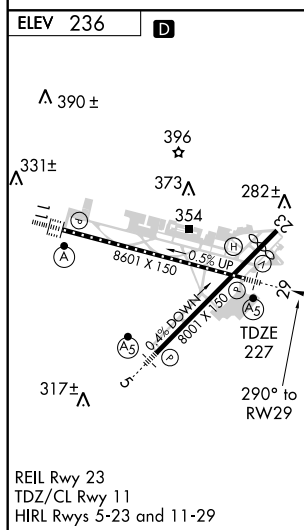
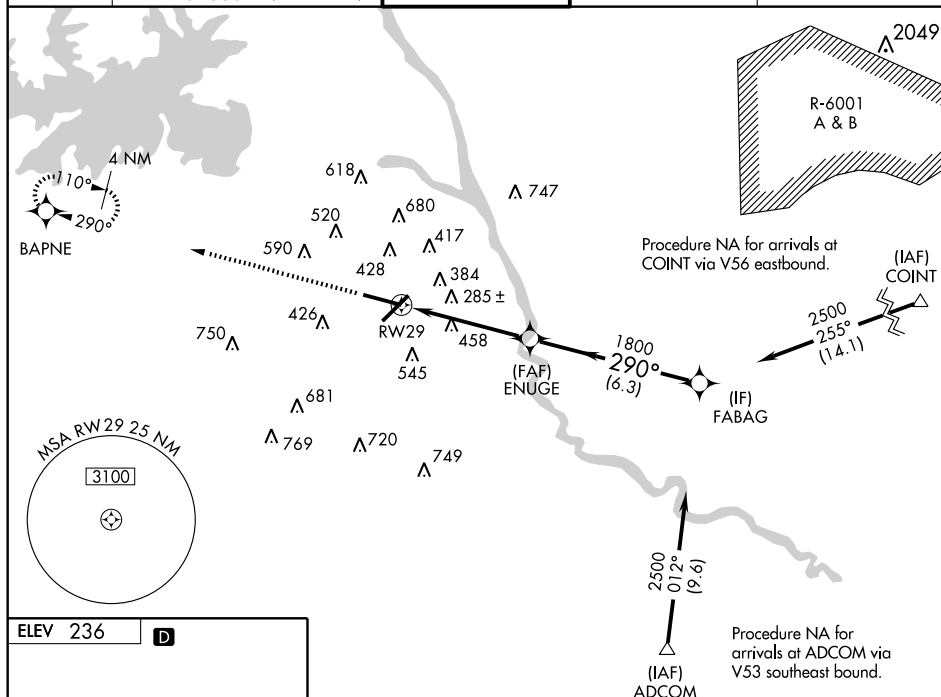
COLUMBIA METROPOLITAN (CAE)

ASR For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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3000

BAPNE

*LNAV only.

RW29

*1.4 NM to RW29

ENUGE

FABAG

2500

290°

1800

GS 3.00°

TCH 58

1.4 NM

3.4 NM

6.3 NM

CATEGORY	A				B		C		D	
LPV DA	427/24 200 (200-½)									
LNAV/VNAV DA	544/24 317 (400-½)								544/40 317 (400-¾)	
LNAV MDA	720/24 493 (500-½)				720/40 493 (500-¾)				720/50 493 (500-1)	
CIRCLING	740-1 504 (600-1)				840-1¾ 604 (700-1¾)				880-2 644 (700-2)	

Procedure

Turn

NA

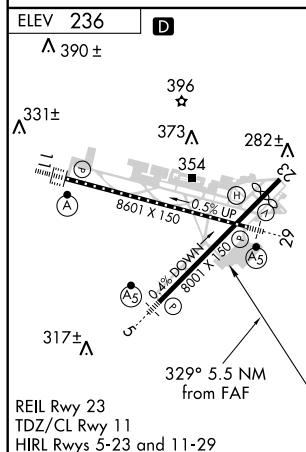
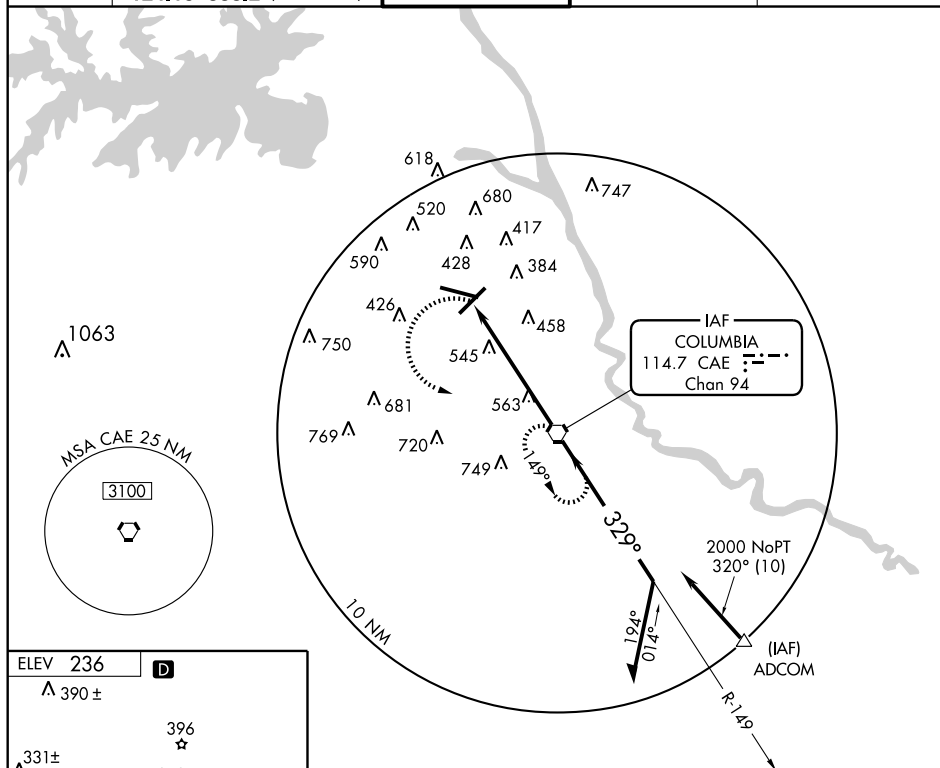
VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

VOR-A
COLUMBIA METROPOLITAN (CAE)

▼
ASR

MISSED APPROACH: Climbing left turn
to 2000 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON		COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4	285.6 (290°-109°)	119.5 257.8	121.9 348.6	119.75
	124.15	338.2 (110°-289°)			



FAF to MAP 5.5 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180				
Min:Sec	5:30	3:40	2:45	2:12	1:50				
					CIRCLING	820-1	584 (600-1)	840-1 3/4 604 (700-1 3/4)	880-2 644 (700-2)

COLUMBIA, SOUTH CAROLINA
Amdt 16 09239

33°56'N-81°07'W

COLUMBIA METROPOLITAN (CAE)
VOR-A

SE-2, 21 OCT 2010 to 18 NOV 2010

JIM HAMILTON L.B. OWENS (CUB) 2 S UTC-5(-4DT) N33°58.23' W80°59.72'

CHARLOTTE

194 B S4 FUEL 100LL, JET A TPA-1001(807) NOTAM FILE CUB

H-9B, 12G, L-24I

RWY 13-31: H5011X75 (ASPH) S-20, D-40 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 4.0° TCH 70'. Tree. Rgt tfc.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 45'. Thld dspcd 391'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-4999 TODA-4999 ASDA-4999 LDA-4999

RWY 31: TORA-4999 TODA-4999 ASDA-4999 LDA-4599

AIRPORT REMARKS: Attended 1100-0300Z†. For svc after hrs call

803-771-7915. Railroad switching yard parallel to Rwy 13-31.

Rwy 13 is designated calm wind rwy. Avoid noise sensitive area N

of arpt blo 1500'. No Northbound departure turns either rwy blo

1500'. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and

31—CTAF.

WEATHER DATA SOURCES: ASOS 119.675 (803) 929-0665

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBIA APP/DEP CON 133.4 CLNC DEL 124.4

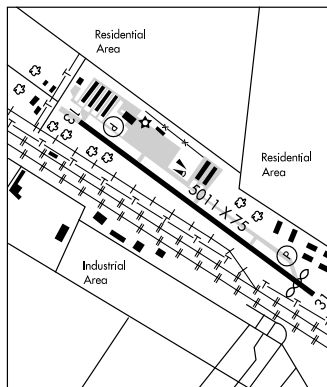
RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 025° 7.4 NM to fld. 400/02W.

ILS/DME 110.9 I-CUB Chan 46 Rwy 31. LOC only.

ASR



CONWAY-HORRY CO (HYW) 3 W UTC-5(-4DT) N33°49.71' W79°07.33'

CHARLOTTE

35 B S4 FUEL 100LL, JET A, A+ TPA-1035(1000) NOTAM FILE AND

L-24I, 35A

RWY 04-22: H4401X75 (ASPH) S-12.5, D-20 MIRL

IAP

RWY 04: PAPI(P2L)—GA 4.0° TCH 39'. Tree. Rgt tfc.

RWY 22: PAPI(P2L)—GA 4.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. Fuel avbl 24 hrs, credit

card self svc. MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 opr

dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.525 (843) 397-8046.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

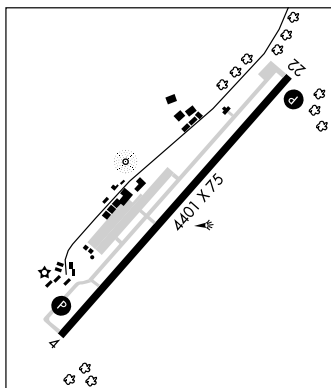
RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 276° 19.9 NM to fld. 20/03W.

HORRY NDB (MHW) 370 HYW N33°49.40' W79°07.69' at fld.

NOTAM FILE AND. NDB unmonitored.



CORONACA N34°15.22' W82°05.17' NOTAM FILE GRD.

ATLANTA

NDB (MHW) 239 GIW 269° 3.6 NM to Greenwood Co.

L-24I

DARLINGTON

BRANHAM (6J7) 3 SW UTC-5(-4DT) N34°16.93' W79°55.72'

CHARLOTTE

165 B S2 NOTAM FILE AND

RWY 16-34: 3200X100 (TURF) LIRL

RWY 16: VASI(V2L). Trees. Rgt tfc.

RWY 34: VASI(V2L)—GA 4.0° TCH 45'. Road.

AIRPORT REMARKS: Unattended. On call 803-467-6941. Rwy 16-34 slightly bumpy in some areas. Arpt rotating bcn

OTS indef. ACTIVATE LIRL Rwy 16-34, VASI Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS 311°	Rwy Idg TDZE 190	4599
	Apt Elev 194	

GPS RWY 31

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

NA Use Columbia altimeter setting.

ASR

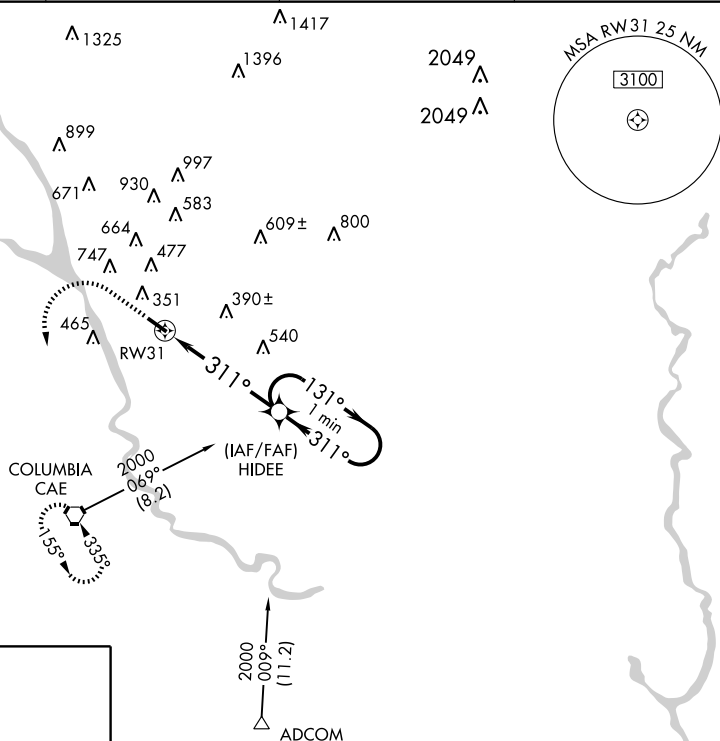
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS
119.675

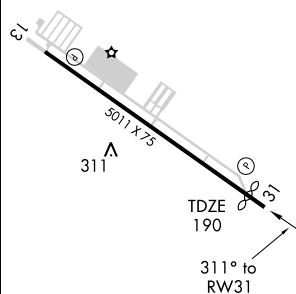
COLUMBIA APP CON
133.4

CLNC DEL
124.4

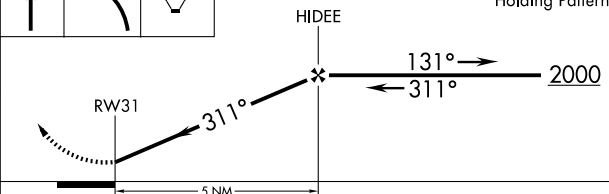
UNICOM
122.8 (CTAF)



ELEV 194 **D**



REIL Rwy 13 and 31 **1**
MIRL Rwy 13-31 **1**



CATEGORY	A	B	C	D
S-31	680-1	490 (500-1)	680-1¼ 490 (500-1¼)	680-1½ 490 (500-1½)
CIRCLING	NA			

COLUMBIA, SOUTH CAROLINA

Orig 10098

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

33° 58'N-81° 00'W

GPS RWY 31

LOC/DME I-CUB 110.9 Chan 46	APP CRS 311°	Rwy Idg 4599 TDZE 190 Apt Elev 194
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LOC RWY 31
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

NA When local altimeter setting not received, use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
RADAR REQUIRED.

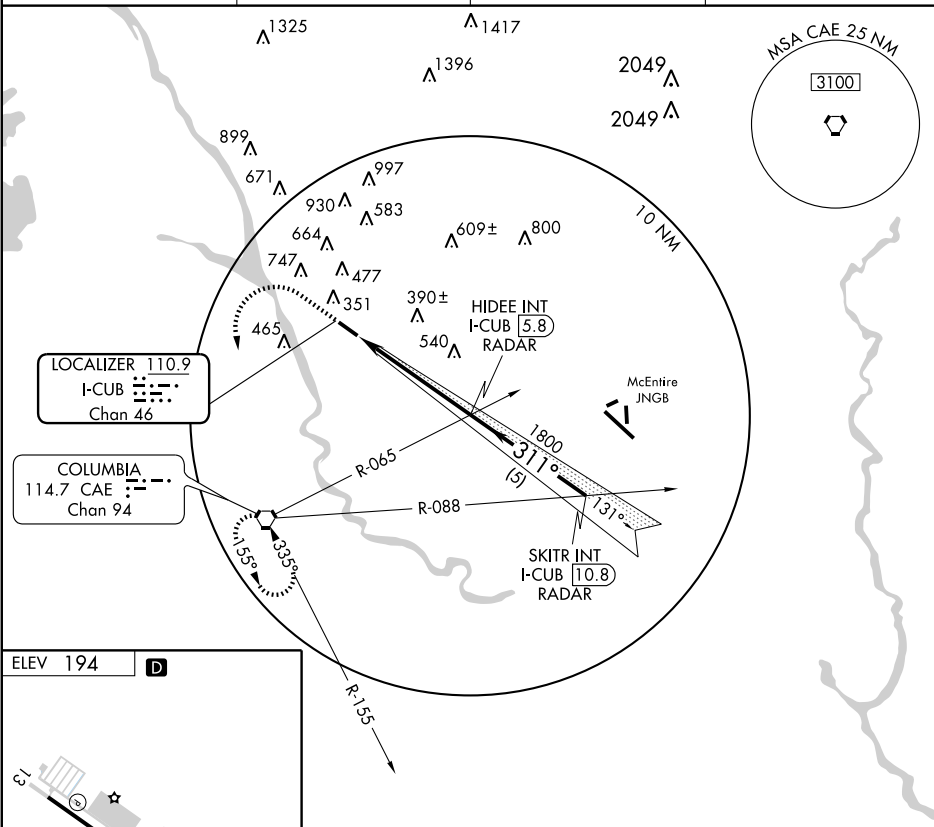
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS
119.675

COLUMBIA APP CON
133.4

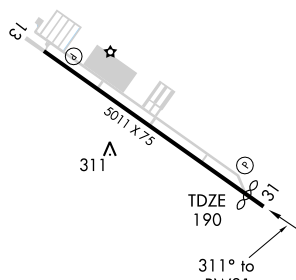
CLNC DEL
124.4

UNICOM
122.8 (CTAF) **L**



ELEV 194

D

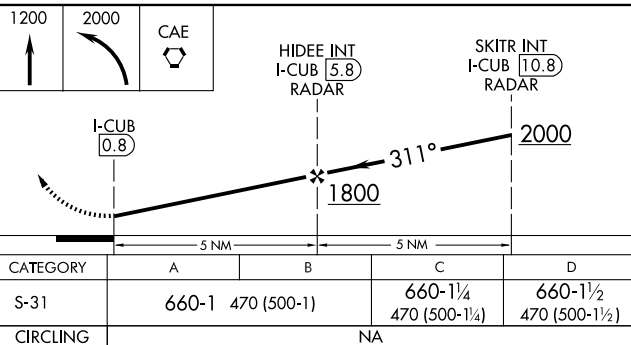


REIL Rwy 13 and 31 L

MIRL Rwy 13-31 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



COLUMBIA, SOUTH CAROLINA

Amdt 1A 29JUL10

COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

33° 58'N-81° 00'W

LOC RWY 31

SE-2. 21 OCT 2010 to 18 NOV 2010

JIM HAMILTON L.B. OWENS (CUB) 2 S UTC-5(-4DT) N33°58.23' W80°59.72'

194 B S4 FUEL 100LL, JET A TPA-1001(807) NOTAM FILE CUB

RWY 13-31: H5011X75 (ASPH) S-20, D-40 MIRL

RWY 13: REIL. PAPI(P2L)—GA 4.0° TCH 70'. Tree. Rgt tfc.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 45'. Thld dspcd 391'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-4999 TODA-4999 ASDA-4999 LDA-4999

RWY 31: TORA-4999 TODA-4999 ASDA-4999 LDA-4599

AIRPORT REMARKS: Attended 1100-0300Z†. For svc after hrs call

803-771-7915. Railroad switching yard parallel to Rwy 13-31.

Rwy 13 is designated calm wind rwy. Avoid noise sensitive area N of arpt blo 1500'. No Northbound departure turns either rwy blo 1500'. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and 31—CTAF.

WEATHER DATA SOURCES: ASOS 119.675 (803) 929-0665

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBIA APP/DEP CON** 133.4 **CLNC DEL** 124.4

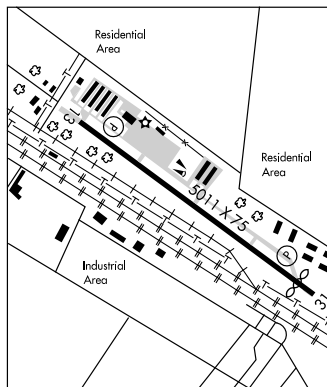
RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 025° 7.4 NM to fld. 400/02W.

ILS/DME 110.9 I-CUB Chan 46 Rwy 31. LOC only.

ASR



CHARLOTTE

H-9B, 12G, L-24I

IAP

CONWAY-HORRY CO (HYW) 3 W UTC-5(-4DT) N33°49.71' W79°07.33'

35 B S4 FUEL 100LL, JET A, A+ TPA-1035(1000) NOTAM FILE AND

RWY 04-22: H4401X75 (ASPH) S-12.5, D-20 MIRL

RWY 04: PAPI(P2L)—GA 4.0° TCH 39'. Tree. Rgt tfc.

RWY 22: PAPI(P2L)—GA 4.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. Fuel avbl 24 hrs, credit card self svc. MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 opr dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.525 (843) 397-8046.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MYRTLE BEACH APP/DEP CON** 127.4 (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

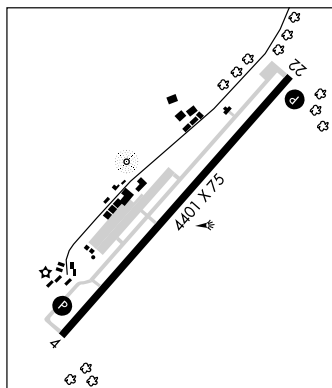
RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 276° 19.9 NM to fld. 20/03W.

HORRY NDB (MHW) 370 HYW N33°49.40' W79°07.69' at fld.

NOTAM FILE AND. NDB unmonitored.



CHARLOTTE

L-24I, 35A

IAP

CORONACA N34°15.22' W82°05.17' NOTAM FILE GRD.

NDB (MHW) 239 GIW 269° 3.6 NM to Greenwood Co.

ATLANTA

L-24I

DARLINGTON

BRANHAM (6J7) 3 SW UTC-5(-4DT) N34°16.93' W79°55.72'

165 B S2 NOTAM FILE AND

RWY 16-34: 3200X100 (TURF) LIRL

RWY 16: VASI(V2L). Trees. Rgt tfc.

RWY 34: VASI(V2L)—GA 4.0° TCH 45'. Road.

AIRPORT REMARKS: Unattended. On call 803-467-6941. Rwy 16-34 slightly bumpy in some areas. Arpt rotating bcn

OTS indef. ACTIVATE LIRL Rwy 16-34, VASI Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHARLOTTE

NDB HYW 370	APP CRS 028°	Rwy Idg TDZE App Elev	4401 33 34
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NDB RWY 4

CONWAY-HORRY COUNTY (HYW)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting.

▲ NA

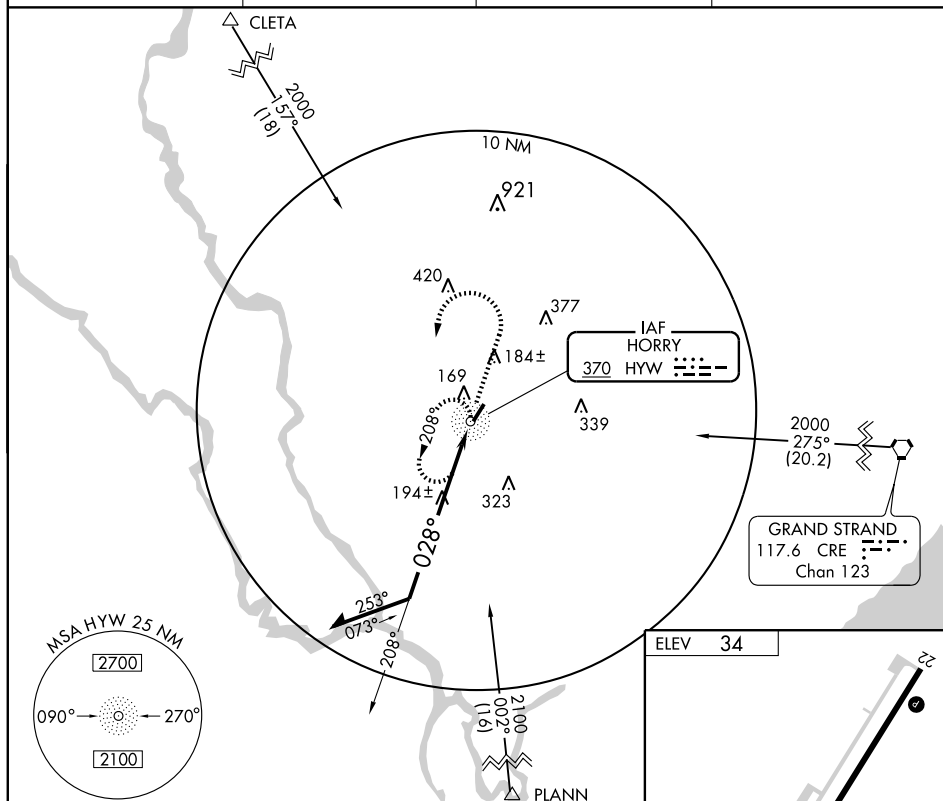
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3
119.525

MYRTLE BEACH AWOS-3
124.5

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) ①



Remain
within 10 NM

NDB

2000

208°

028°

1200

2000

HYW

370

☆

TDZE
33028° to
NDB

CATEGORY	A	B	C	D
S-4	580-1	547 (600-1)	580-1½ 547 (600-1½)	580-1¾ 547 (600-1¾)
CIRCLING	580-1	546 (600-1)	580-1½ 546 (600-1½)	600-2 566 (600-2)

MIRL Rwy 4-22 ①

NDB HYW 370	APP CRS 224°	Rwy Idg TDZE Apt Elev	4401 34 34
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NDB RWY 22

CONWAY- HORRY COUNTY(HYW)

▼
▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting.

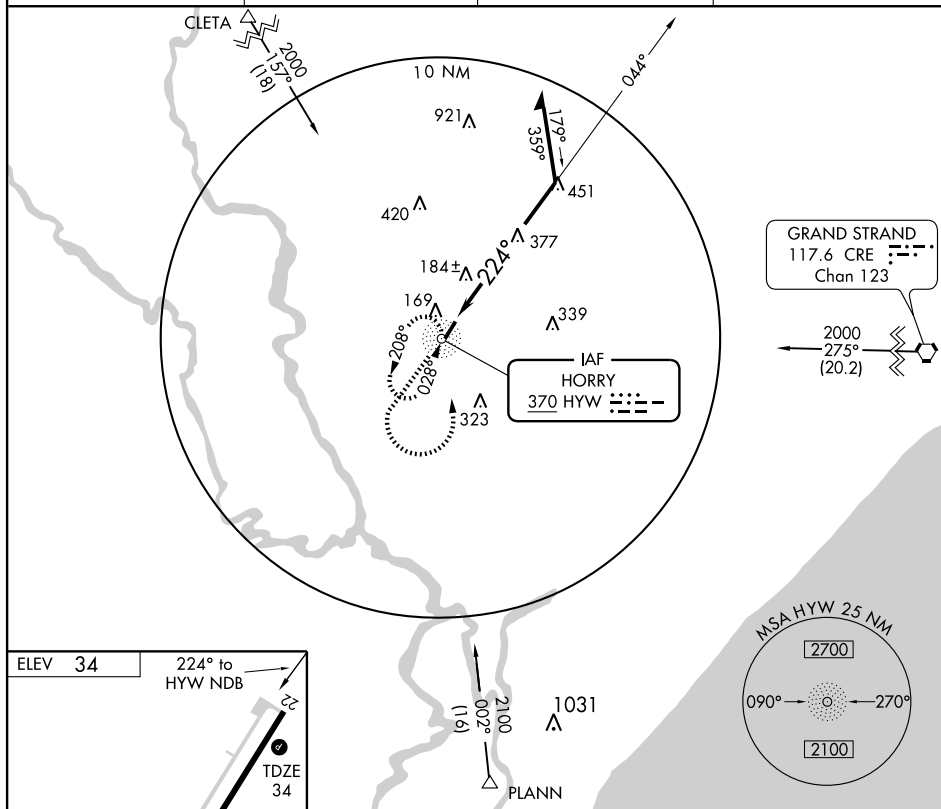
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3
119.525

MYRTLE BEACH AWOS-3
124.5

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) 0



ELEV 34

224° to
HYW NDBTDZE
34

1500

2000

HYW

370

NDB

Remain
within 10 NM

044°

2000

224°

CATEGORY

A

B

C

D

S-22

900-1

900-1¼

900-2½

900-2¾

866 (900-1)

866 (900-1¼)

866 (900-2½)

866 (900-2¾)

CIRCLING

900-1

900-1¼

900-2½

900-2¾

866 (900-1)

866 (900-1¼)

866 (900-2½)

866 (900-2¾)

APP CRS
040°

Rwy ldg **4401**
TDZE **33**
Apt Elev **34**

RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting. DME/DME RNP-0.3 NA

▲ NA

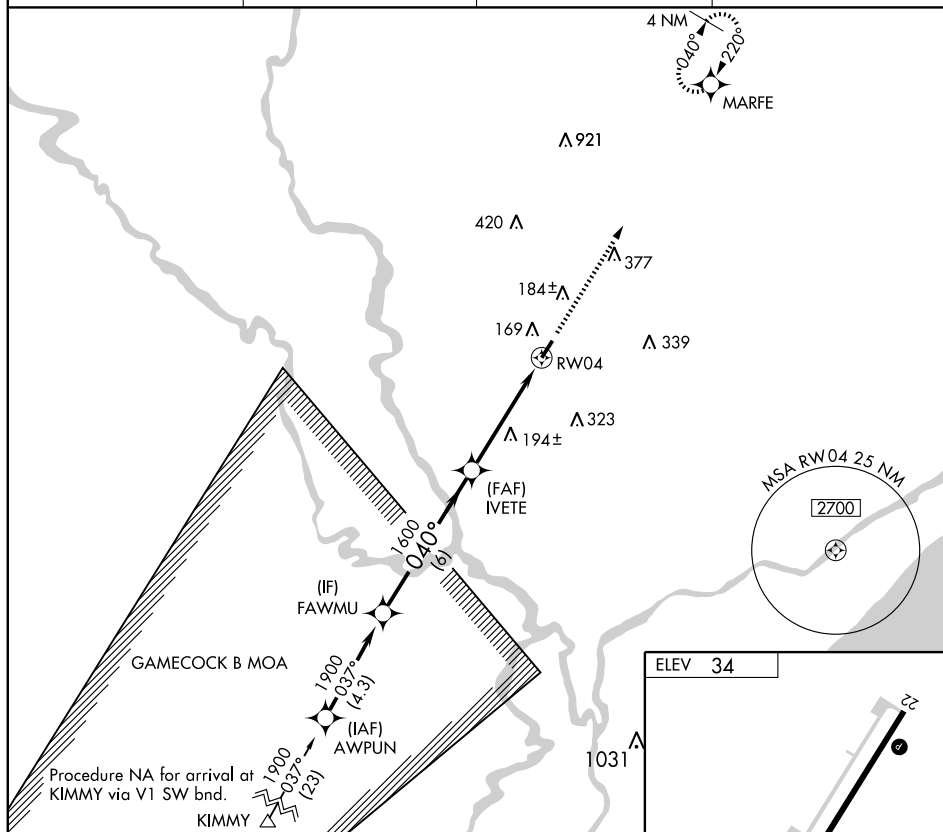
MISSED APPROACH: Climb to 1900
direct MARFE and hold.

AWOS-3
119.525

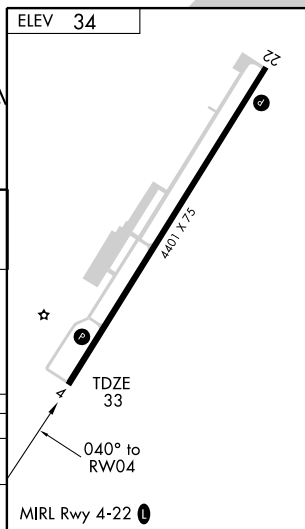
MYRTLE BEACH AWOS-3
124.5

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) 0



FAWMU				
1900				
Procedure Turn NA				
040°				
IVETE				
1600				
3.04° TCH 39				
RW04				
6 NM				
4.7 NM				
CATEGORY	A	B	C	D
RNAV MDA	480-1	447 (500-1)	480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)



APP CRS	Rwy Idg	4401
220°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 22

CONWAY-HORRY COUNTY (HYW)

V Use Myrtle Beach Intl altimeter setting.
Δ NA DME/DME RNP-0.3 NA

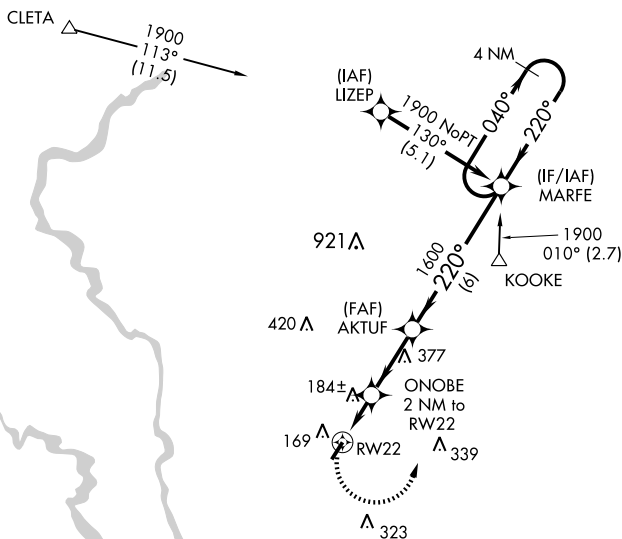
MISSED APPROACH: Climbing left turn to 1900
 direct MARFE and hold.

AWOS-3
119.525

MYRTLE BEACH AWOS-3
124.5

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) 0



ELEV **34**

220° to
 RW22

TDZE
34



ONOB
 2 NM to
 RW22

AKTUF

MARFE

4 NM
 Holding Pattern



700

3.04°
 TCH 36

1600

VGSI and descent
 angles not coincident.

CATEGORY	A	B	C	D
LNAB MDA	480-1	446 (500-1)	480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)

MIRL Rwy 4-22 0

DARLINGTON CO JETPORT (UDG) 9 N UTC-5(-4DT) N34°26.96' W79°53.40'

CHARLOTTE

192 B FUEL 100LL, JET A NOTAM FILE UDG

H-9C, 126, L-24J, 25E, 36E

RWY 05-23: H5500X100 (ASPH) S-25 MIRL

IAP

RWY 05: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Tree.

RWY 10-28: H4947X150 (ASPH) S-25

RWY 10: Tree. RWY 28: Tree.

RWY 16-34: H4751X150 (ASPH) S-25

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. After hrs svc call 843-393-9928. Rwy 10-28 markings are not visible through grass growing through cracks in pavement. Rwy 34 grass has rwy markings obscured. Rwy 16-34 has severe cracking with grass growing through cracks entire rwy. Twy lgts opr and MIRL Rwy 05-23 are preset low ints dusk-0400Z†, to increase ints—CTAF. After 0400Z† ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (843) 393-8220.**COMMUNICATIONS:** CTAF/UNICOM 123.0

FLORENCE APP/DEP CON 118.6 (1130-0300Z†) CLNC DEL 118.55

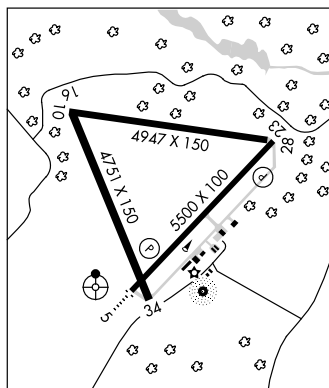
JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 321° 17.4 NM to fld. 110/03W. HIWAS.

NDB (MHW) 245 UDG N34°26.60' W79°53.24' at fld. NOTAM FILE AND. NDB unmonitored.

**DILLON CO** (DLC) 3 N UTC-5(-4DT) N34°26.94' W79°22.12'

CHARLOTTE

133 B NOTAM FILE AND

L-24J, 35A, 36E

RWY 07-25: H3000X60 (ASPH-AFSC) S-10 MIRL 0.5% up W

IAP

RWY 07: Pole. RWY 25: Tree.

AIRPORT REMARKS: Unattended. Rwy 07-25 has cracks, spalling and grass growing thru cracks.

COMMUNICATIONS: CTAF/UNICOM 122.8

FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

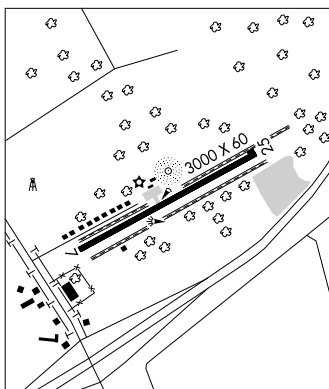
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 051° 19.3 NM to fld. 110/03W. HIWAS.

NDB (MHW) 274 DLC N34°27.01' W79°22.13' at fld.

NOTAM FILE AND.

**DONALDSON CENTER** (See GREENVILLE)**DORCHESTER** N33°03.68' W80°16.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 365 DYB at Summerville.

L-24I

DYANA N34°41.46' W82°26.62' NOTAM FILE ANB.

ATLANTA

NDB (MHW/LOM) 338 GY 044° 5.2 NM to Donaldson Center. Unmonitored 0200-1200Z†.

L-24J, 25C

EDGEFIELD CO (See TRENTON)**EDISTO** N33°27.34' W80°51.51' NOTAM FILE OGB.

CHARLOTTE

(T) VORW/DME 111.4 EDS Chan 51 at Orangeburg Muni. 189/05W.

L-24I

VOR/DME unusable blo 3000'.

ELECTRIC CITY N34°25.15' W82°47.08' NOTAM FILE AND.

ATLANTA

(L) VORTACW 108.6 ELW Chan 23 040° 5.9 NM to Anderson Rgnl. 736/00E.

L-25C

NDB RWY 23

DARLINGTON COUNTY JETPORT (UDG)

NDB UDG 245	APP CRS 222°	Rwy Idg TDZE Apt Elev	5500 185 192
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V If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.
Δ NA Visibility reduction by helicopters NA.

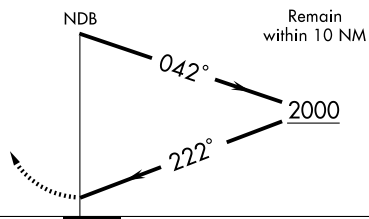
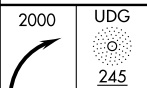
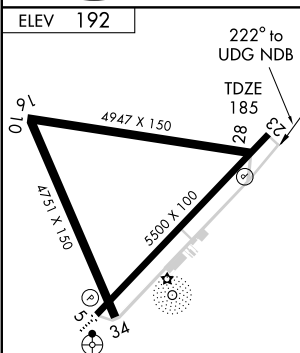
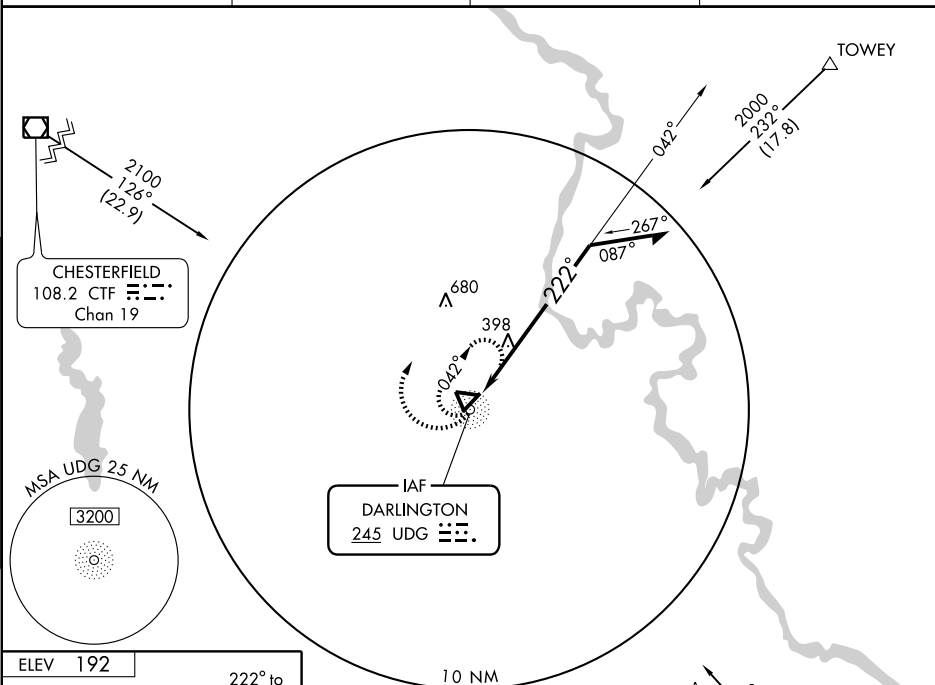
MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.

AWOS-3
119.925

FLORENCE APP CON ★
118.6 341.7

CLNC DEL
118.55

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-23	800-1	615 (700-1)	800-1 ³ / ₄ 615 (700-1 ³ / ₄)	800-2 615 (700-2)
CIRCLING	800-1	608 (700-1)	800-1 ³ / ₄ 608 (700-1 ³ / ₄)	800-2 608 (700-2)

DARLINGTON, SOUTH CAROLINA

Amdt 1 08325

34°27'N - 79°53'W

DARLINGTON COUNTY JETPORT (UDG)

NDB RWY 23

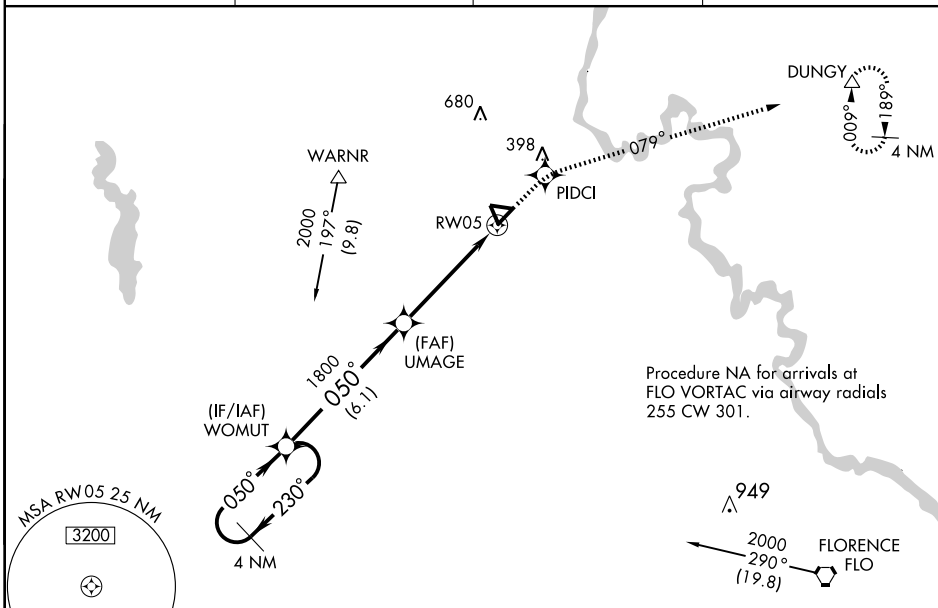
WAAS CH 42704 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	5500 189 192
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RNAV (GPS) RWY 5

DARLINGTON COUNTY JETPORT (UDG)

<p>▼ If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 541 feet; LNAV/VNAV DA to 610 feet; increase all MDAs 60 feet. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.</p>
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AWOS-3 119.925	FLORENCE APP CON ★ 118.6 341.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

2000 ← 230° → 050° →

WOMUT

2000

↑

PIDCI

079° TRK

DUNGY

△

GS 3.00° TCH 52

050°

UIMAGE

1800

RW05

6.1 NM

4.8 NM

CATEGORY	A	B	C	D
LPV DA	493-1		304 (400-1)	
LNAV/VNAV DA	562-1¼		373 (400-1¼)	
LNAV MDA	560-1 371 (400-1)			560-1¼ 371 (400-1¼)
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

ELEV 192

91

4947 X 150

28

12

4751 X 150

5500 X 100

34

292±

050° to RW05

TDZE 189

LIRL Rwy 16-34

MIRL Rwy 5-23

REIL Rwys 5 and 23

WAAS CH 86904 W 23A	APP CRS 230°	Rwy Idg 5500 TDZE 185 Apt Elev 192
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RNAV (GPS) RWY 23

DARLINGTON COUNTY JETPORT (UDG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527 feet; LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet.

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3
119.925

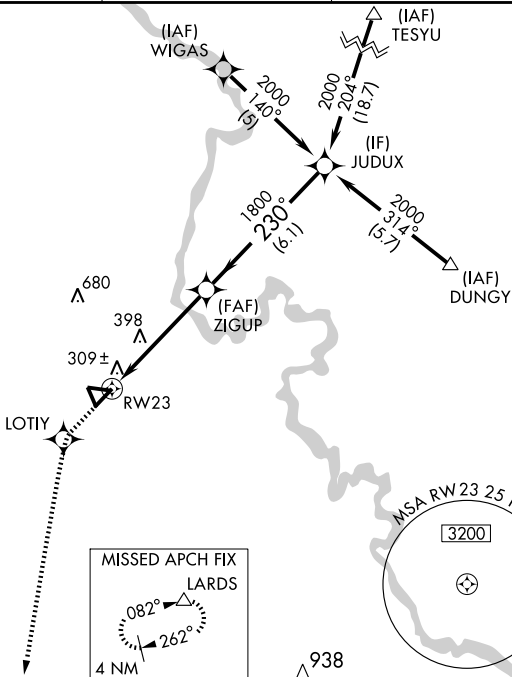
FLORENCE APP CON ★
118.6 341.7

CLNC DEL
118.55

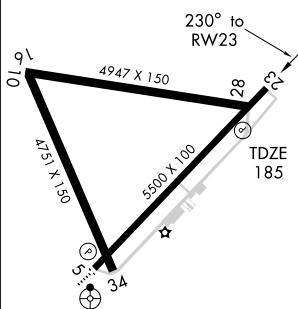
UNICOM
123.0 (CTAF) **L**

CHESTERFIELD
CTF

Procedure NA for arrivals at
CTF VOR/DME via airway radials
048 CW 132.



ELEV 192



LIRL Rwy 16-34 **L**
MIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

2000 ↑	LOTY ✦	195° TRK	LARDS △	JUDUX 2000	
RW23		ZIGUP	230°	Procedure Turn NA	GS 3.00° TCH 40°
4.9 NM		6.1 NM			
CATEGORY	A	B	C	D	
LPV DA	479-1 294 (300-1)				
LNAV/ VNAV DA	579-1½ 394 (400-1½)				
LNAV MDA	700-1 515 (600-1)	700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)		
CIRCLING	700-1 508 (600-1)	700-1½ 508 (600-1½)	760-2 568 (600-2)		

DARLINGTON, SOUTH CAROLINA
Orig 08325

34°27'N - 79°53'W

DARLINGTON COUNTY JETPORT (UDG)
RNAV (GPS) RWY 23

SE-2. 21 OCT 2010 to 18 NOV 2010

VORTAC FLO 115.2 Chan 99	APP CRS 320°	Rwy Idg TDZE Apt Elev 192	N/A N/A 192
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VOR/DME-A

DARLINGTON COUNTY JETPORT (UDG)

V If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.

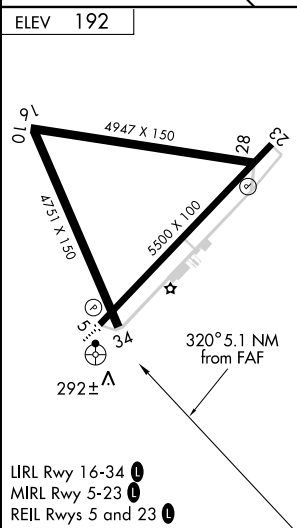
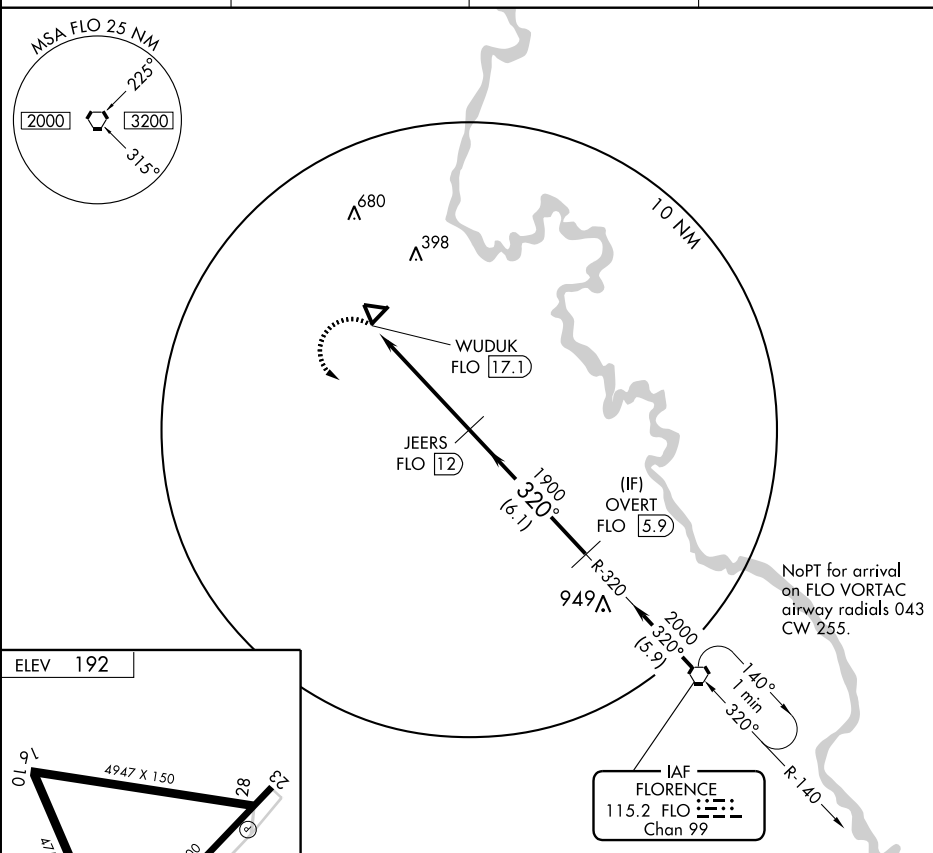
MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.

AWOS-3
119.925

FLORENCE APP CON ★
118.6 341.7

CLNC DEL
118.55

UNICOM
123.0 (CTAF)



URL Rwy 16-34 **1**
MRL Rwy 5-23 **1**
REIL Rws 5 and 23 **1**

2000	FLO 115.2	OVERT FLO 5.9		Procedure Turn NA
<p>WUDUK FLO 17.1</p> <p>JEERS FLO 12</p> <p>OVERT FLO 5.9</p> <p>320°</p> <p>2000</p> <p>5.1 NM</p> <p>6.1 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

DARLINGTON CO JETPORT (UDG) 9 N UTC-5(-4DT) N34°26.96' W79°53.40'

CHARLOTTE

192 B FUEL 100LL, JET A NOTAM FILE UDG

H-9C, 126, L-24J, 25E, 36E

RWY 05-23: H5500X100 (ASPH) S-25 MIRL

IAP

RWY 05: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 55'. Tree.

RWY 10-28: H4947X150 (ASPH) S-25

RWY 10: Tree. RWY 28: Tree.

RWY 16-34: H4751X150 (ASPH) S-25

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. After hrs svc call 843-393-9928. Rwy 10-28 markings are not visible through grass growing through cracks in pavement. Rwy 34 grass has rwy markings obscured. Rwy 16-34 has severe cracking with grass growing through cracks entire rwy. Twy lgts opr and MIRL Rwy 05-23 are preset low ints dusk-0400Z†, to increase ints—CTAF. After 0400Z† ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (843) 393-8220.**COMMUNICATIONS:** CTAF/UNICOM 123.0

FLORENCE APP/DEP CON 118.6 (1130-0300Z†) CLNC DEL 118.55

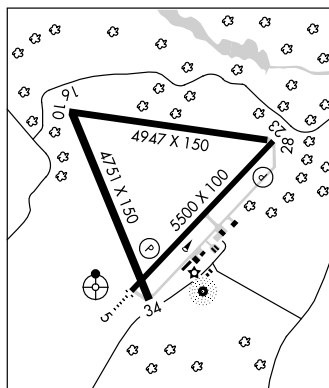
JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 321° 17.4 NM to fld. 110/03W. HIWAS.

NDB (MHW) 245 UDG N34°26.60' W79°53.24' at fld. NOTAM FILE AND. NDB unmonitored.

**DILLON CO** (DLC) 3 N UTC-5(-4DT) N34°26.94' W79°22.12'

CHARLOTTE

133 B NOTAM FILE AND

L-24J, 35A, 36E

RWY 07-25: H3000X60 (ASPH-AFSC) S-10 MIRL 0.5% up W

IAP

RWY 07: Pole. RWY 25: Tree.

AIRPORT REMARKS: Unattended. Rwy 07-25 has cracks, spalling and grass growing thru cracks.

COMMUNICATIONS: CTAF/UNICOM 122.8

FLORENCE APP/DEP CON 118.6 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

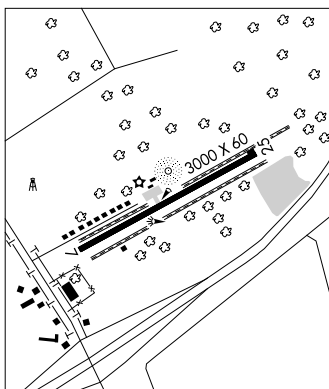
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 051° 19.3 NM to fld. 110/03W. HIWAS.

NDB (MHW) 274 DLC N34°27.01' W79°22.13' at fld.

NOTAM FILE AND.

**DONALDSON CENTER** (See GREENVILLE)**DORCHESTER** N33°03.68' W80°16.64' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 365 DYB at Summerville.

L-24I

DYANA N34°41.46' W82°26.62' NOTAM FILE ANB.

ATLANTA

NDB (MHW/LOM) 338 GY 044° 5.2 NM to Donaldson Center. Unmonitored 0200-1200Z†.

L-24J, 25C

EDGEFIELD CO (See TRENTON)**EDISTO** N33°27.34' W80°51.51' NOTAM FILE OGB.

CHARLOTTE

(T) VORW/DME 111.4 EDS Chan 51 at Orangeburg Muni. 189/05W.

L-24I

VOR/DME unusable blo 3000'.

ELECTRIC CITY N34°25.15' W82°47.08' NOTAM FILE AND.

ATLANTA

(L) VORTACW 108.6 ELW Chan 23 040° 5.9 NM to Anderson Rgnl. 736/00E.

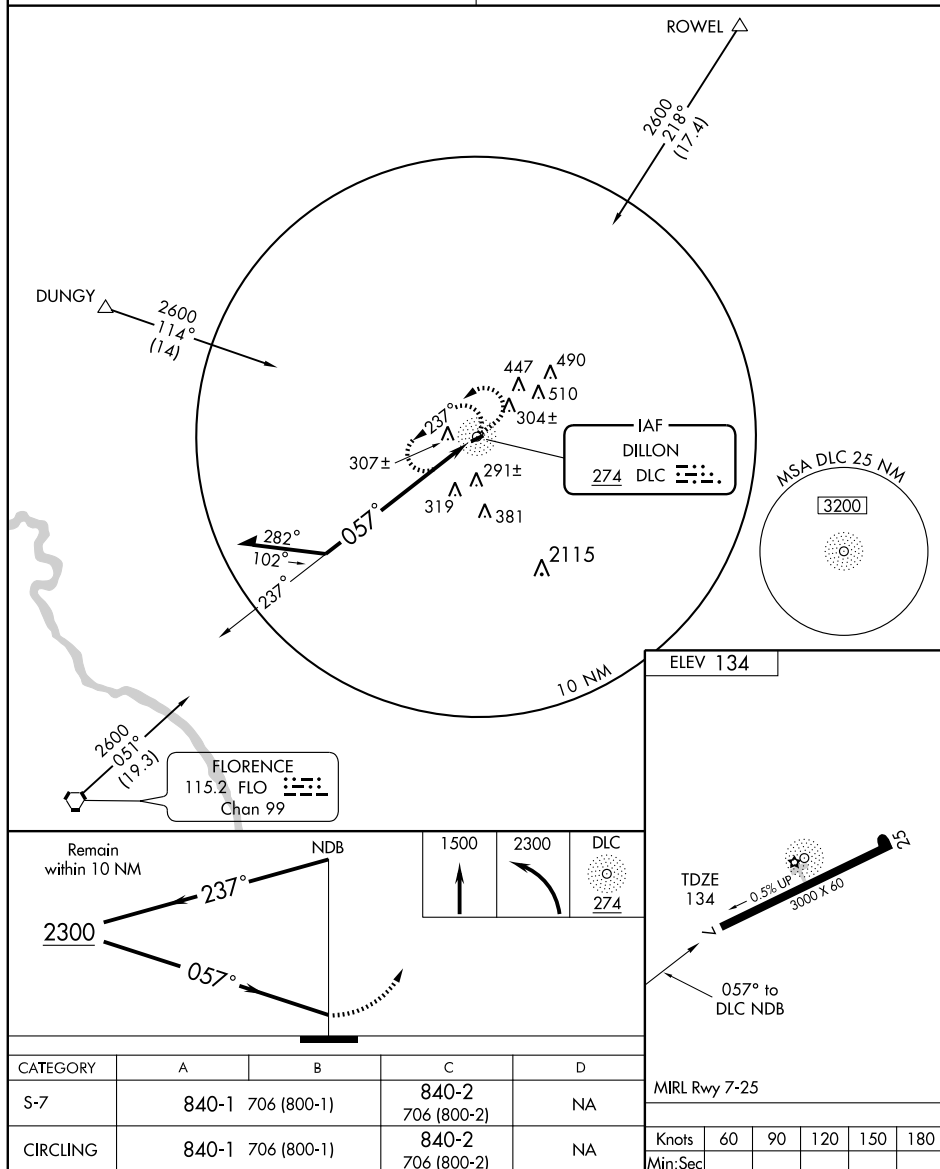
L-25C

NDB DLC 274	APP CRS 057°	Rwy Idg TDZE Apt Elev	3000 134 134
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NDB RWY 7

DILLON COUNTY (DLC)

▼ ▲ NA	Use Florence altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct DLC NDB and hold.
FLORENCE APP CON ★ 118.6 341.7		UNICOM 122.8 (CTAF)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	3000
115.2	051°	TDZE	134
Chan 99		Apt Elev	134

VOR/DME or GPS RWY 7

DILLON COUNTY (DLC)

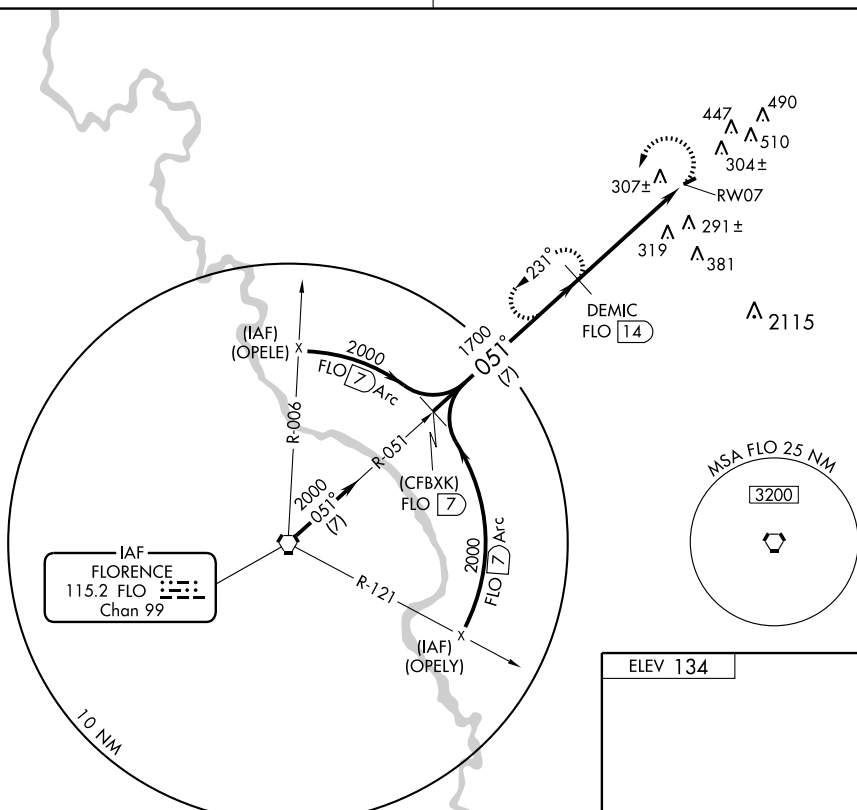


Use Florence altimeter setting.

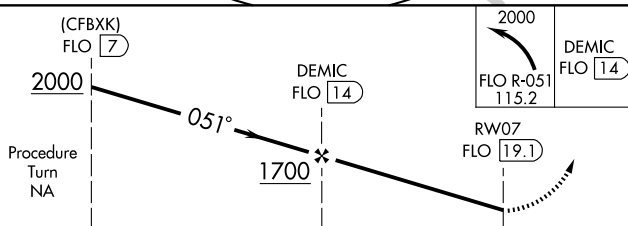
MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)



ELEV 134



CATEGORY	A	B	C	D
S-7	660-1 526 (600-1)		660-1½ 526 (600-1½)	NA
CIRCLING	700-1 566 (600-1)		700-1½ 566 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

AIRPORT DIAGRAM

AFD-951 [USAF]

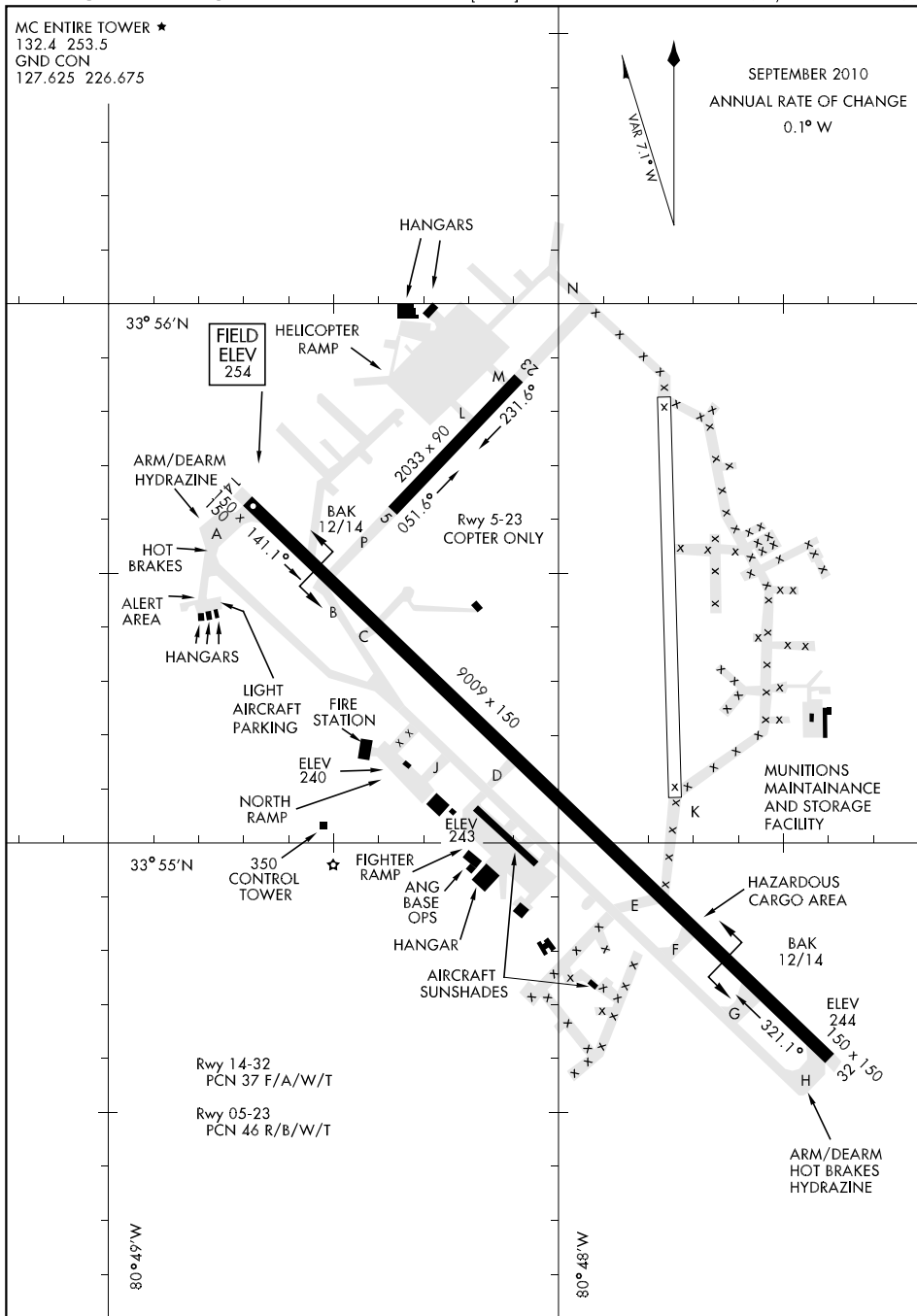
MC ENTIRE JNGB (KMMT)

EASTOVER, SOUTH CAROLINA

MC ENTIRE TOWER ★
132.4 253.5
GND CON
127.625 226.675

SEPTEMBER 2010
ANNUAL RATE OF CHANGE
0.1° W

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

EASTOVER, SOUTH CAROLINA

MC ENTIRE JNGB (KMMT)

MC ENTIRE JNGB (MMT) AF (ANG ARNG) 10 E UTC-5(-4DT) N33°55.13' W80°48.04' **CHARLOTTE**
 254 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE AND Not insp. **H-9B, 126, L-241**
RWY 14-32: H9009X150 (PEM) PCN 37 F/A/W/T HIRL **DIAP, AD**
RWY 14: PAPI(P4L). **RWY 32:** ALSF1. PAPI(P4L).
RWY 05-23: H2033X90 (ASPH) PCN 46 R/B/W/T MIRL
ARRESTING GEAR/SYSTEM
RWY 14 BAK-14 BAK-12A(B) (1061') **BAK-14 BAK-12A(B) (1500')** **RWY 32**
MILITARY SERVICE: LGT Rotating bcn and rwy lgt opr Mon-Fri SS-0400Z± except holidays. ACTIVATE MIRL Rwy
 05-23—CTAF. **A-GEAR** BAK-12A cable raised by BAK-14 device on request to twr. Departure end cable will be
 raised for all tail hook equipped acft. **JASU 1(A/M32A-86) 9(AM32A-60A)**
FUEL J8 DoD cost accounting code number rqr from other military svc for refueling. **FLUID** SP LPOX LOX
OIL O-133-148-156 SOAP **TRAN ALERT** Svc avbl Mon-Fri 1300-2000Z± except holidays.
MILITARY REMARKS: Opr Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z±. See FLIP AP/1
 Supplementary Arpt Remark. **RSTD** PPR 48 hr notice rqr, ctc ANG OPS DSN 583-8231, C803-647-8231, fax DSN
 583-8641, C803-647-8641. Rwy 05-23 is copter only. **CAUTION** Possible crosswind hazard due to rwy
 environment and affect on wind equipment causing wind to be slightly greater than measured. See AP/1 for
 weather observation limitations. Remain blo 1000' until dep end of rwy or unless twr clears. **BASH** Phase 1 April
 thru October. **BASH** Phase 2 November thru March. Aircraft sunshades 742' W of Rwy 14-32. **TFC PAT**
 TPA—Overhead 1500(1246), helicopter/rectangular 1000(746). **MISC** Wx observation visibility is limited from 5/8
 mile south to 1/10 mile west northwest. Rwy 05-23 is helicopter only. First 2000' Rwy 32 is concrete, remaining
 7009' is asphalt. Tran parking extremely ltd. Fleet svc not avbl without prior coordination. Limited fire protection
 avbl from 2000-1130Z±. Twy widths are as follows: Twy J, B, C, D, E are 50', Twy A is 98', Twy F is 95', Twy G
 is 147', Twy H is 75', Twy M and Twy L are 40' wide. Heavy acft will park at north or south end of rwy, ctc Base
 OPS or LGX. Tran acft expect progressive taxi instructions. **ARNG** PPR for Army, AR, ARNG R/W acft only, DSN
 583-1814. Opr Mon-Fri 1300-2100Z± except holidays. Fuel not avbl for tran acft.
COMMUNICATIONS: SFA CTAF 132.4 PTD 298.3
(R) SHAW APP/DEP CON 125.4 285.4 (1200-0430Z±)
(R) JACKSONVILLE CENTER APP/DEP CON 124.7 269.55 (0430-1200Z±)
TOWER 132.4 253.5 (Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z±) **GND CON** 127.625
 226.675 **PMVS METRO** 342.5 Ctc Shaw AFB METRO—Forecast avbl Mon-Fri 1200-0400Z±, and Sat-Sun
 1300-2100Z±, clsd hol. DSN 583-8247, C803-647-8247. Opr hrs may vary with local flying schedule.
 Remote and tran aircrew wx brief call 26 OWS Barksdale AFB DSN 781-4775 C318-456-4775. Afld Wx
 monitored by AN/FMQ-19 ASOS, augmented by human obsn when rqr during opr hr. **ARNG OPS PTD** 246.7
 41.30
AIRSPACE: CLASS D svc Mon-Fri 1300-0400Z± except holidays, Sat-Sun 1300-2100Z± other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMT.
(L) VORTACW 113.2 MMT Chan 79 N33°55.45' W80°48.14' at fld. 248/5W. Unmonitored Mon-Fri
 0400-1300Z± except holidays, Sat-Sun 2100-1300Z±. No NOTAM MP Mon 1300-1700Z±.
NDB (MHW) 427 MMT N33°56.14' W80°47.90' at fld. Unmonitored Mon-Fri 0400-1300Z± except
 holidays, Sat-Sun 2100-1300Z±.
ILS 111.1 I-MMT Rwy 32. Unmonitored Mon-Fri 0400-1300Z± except holidays, Sat-Sun
 2100-1300Z±. No NOTAM MP Mon 1300-1700Z±.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

MERRITT FLD (See BEAUFORT MCAS)

MONCK'S CORNER N33°11.46' W80°02.01' NOTAM FILE AND.

NDB (MHW) 354 MKS at Berkeley Co.

CHARLOTTE

L-241

LOC I-MMT 111.1	APCH CRS 319°	Rwy ldg TDZE 243 Arpt Elev 254
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JAL-951 [USAF]

MC ENTIRE JNGB (KMMT)

- * When ALS inop, increase CAT CDE RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to $1\frac{1}{4}$ miles.



MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON 125.4 385.6	MC ENTIRE TOWER 132.4 (CTAF) 0 253.5	GND CON 127.625 226.675	ASR/PAR (RADAR VECTORING)
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Missed Approach requires ATC RADAR monitoring.

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

LOCALIZER **111.1**
I-MMT

COLUMBIA
114.7 CAE ---
Chan 94

MC ENTIRE
113.2 MMT ---
Chan 79

COLLIERS
13,000
102°
(75)

HIGH ALTITUDE FACILITIES

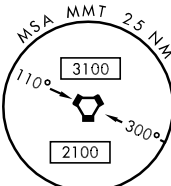
SAVANNAH

JOVIM MMT 12
PIKAN MMT 25

EASTO MMT 5.9
AYMAY MMT 12

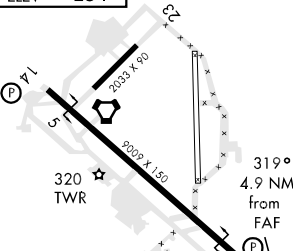
R-6002
39°

FLORENCE
13,000
233°
(66)



EMERG SAFE ALT 100 NM 3900

ELEV 254



Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23

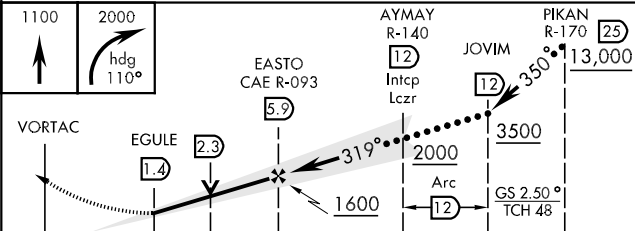
TDZE 243
A1

FAF to MAP 4.5 NM

Knts	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

EASTOVER, SOUTH CAROLINA

Amdt 1 10266



CATEGORY	C	D	E
S-ILS 32 *	443/24	200	(200- $\frac{1}{2}$)
S-LOC 32 **	620/40	377	(400- $\frac{3}{4}$)
CIRCLING	880-1 $\frac{3}{4}$ 628 (700-1 $\frac{3}{4}$)	880-2 628 (700-2)	1040-2 $\frac{3}{4}$ 788 (800-2 $\frac{3}{4}$)

33° 55' N-80° 48' W

MC ENTIRE JNGB (KMMT)

VORTAC MMT
113.2
Chan 79

APCH CRS
325°

Rwy ldg 9009
TDZE 243
Arpt Elev 254

JAL-951 [USAF]

▼ * When ALS inop, increase CAT C RVR 50, vis to 1 mile; CAT D RVR to 60, vis to 1½ miles, CAT E vis to 1½ miles.



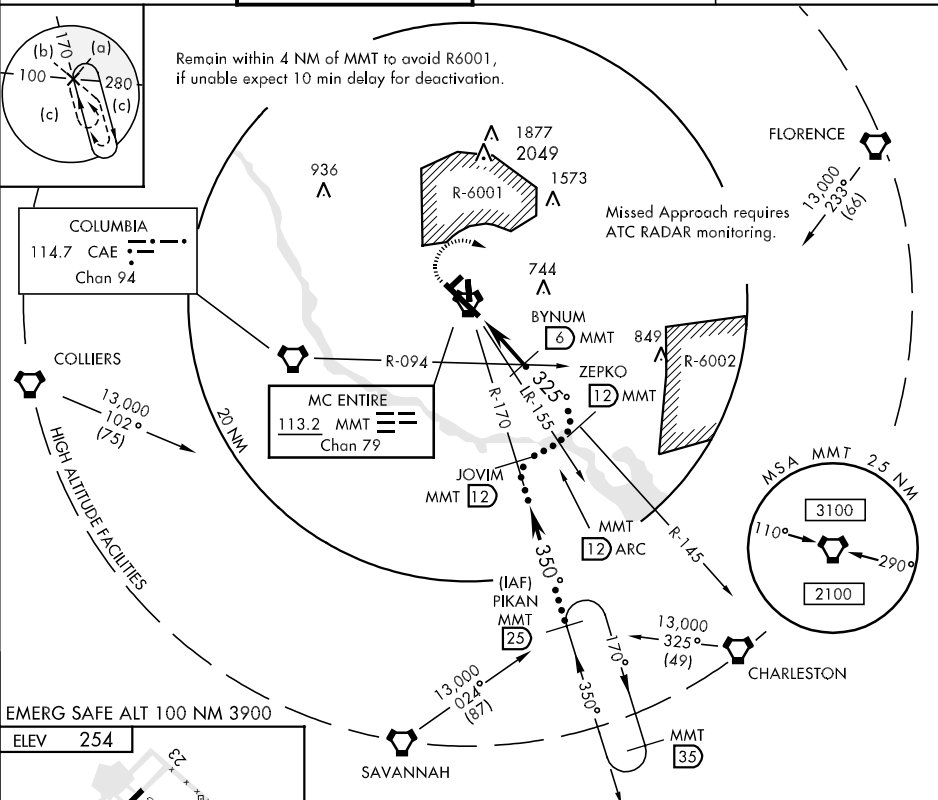
MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON
125.4 385.6

MC ENTIRE TOWER
132.4 (CTAF) 0 253.5

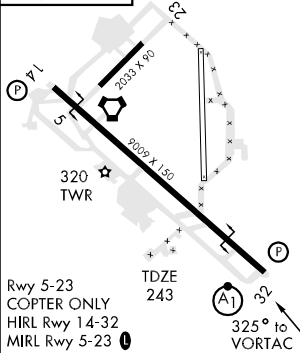
GND CON
127.625 226.675

ASR/PAR
(RADAR VECTING)



EMERG SAFE ALT 100 NM 3900

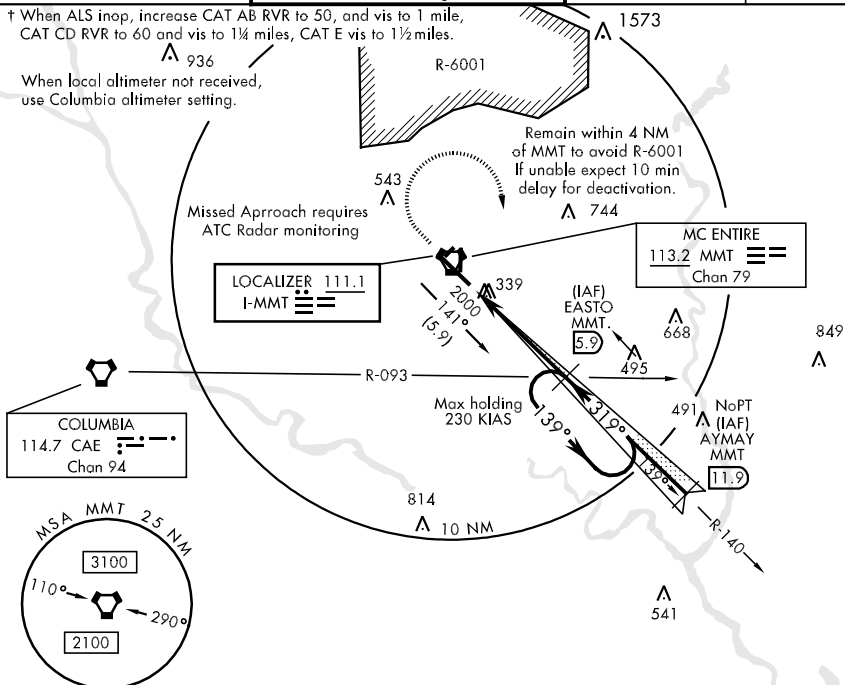
ELEV 254



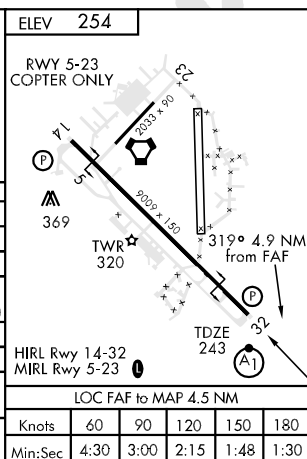
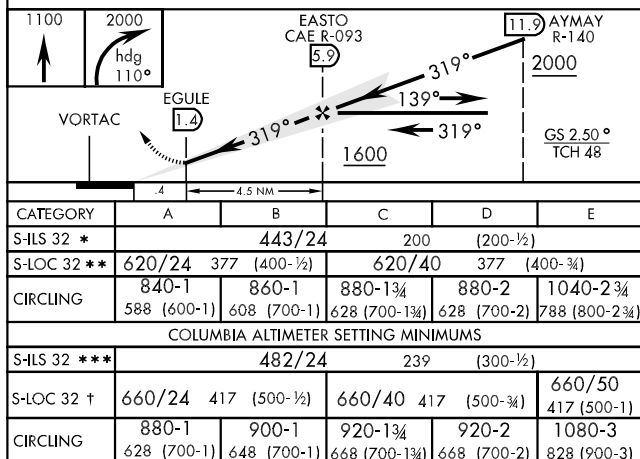
FAF to MAP 4.5 NM					
Knts	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

1100		2000		Hdg 110°	
VORTAC		HUTEM		BYNUM	
CATEGORY		C		D	
S-32 *		640/40		397 (400-¾)	
CIRCLING		880-1¾ 628 (700-1¾)		880-2 628 (700-2)	
		640/50 397 (400-1)		1040-2¾ 788 (800-2¾)	

LOC I-MMT 111.1	APCH CRS 319°	Rwy Idg 9009 TDZE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)	
<p>▼ * When ALS inop, increase CAT A-E RVR to 40, and vis to ¾ mile. ** When ALS inop, increase CAT ABC RVR to 50, and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles. *** When ALS inop, increase CAT A-E RVR to 50, and vis to 1 mile.</p>			ALSF-1 	MISSED APPROACH: Climb to 1100, then immediate climbing right to 2000 via hdg 110°, then as directed by ATC.	
SHAW APP CON 125.4 385.6		MC ENTIRE TOWER ★ 132.4 (CTAF) 0 253.5		GND CON 127.625 226.675	ASR/PAR (RADAR VECTORING)



EMERG SAFE ALT 100 NM 3900



NDB MMT
427APCH CRS
343°Rwy Idg **9009**
TDZE **243**
Arpt Elev **254**

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

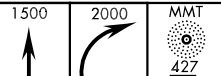
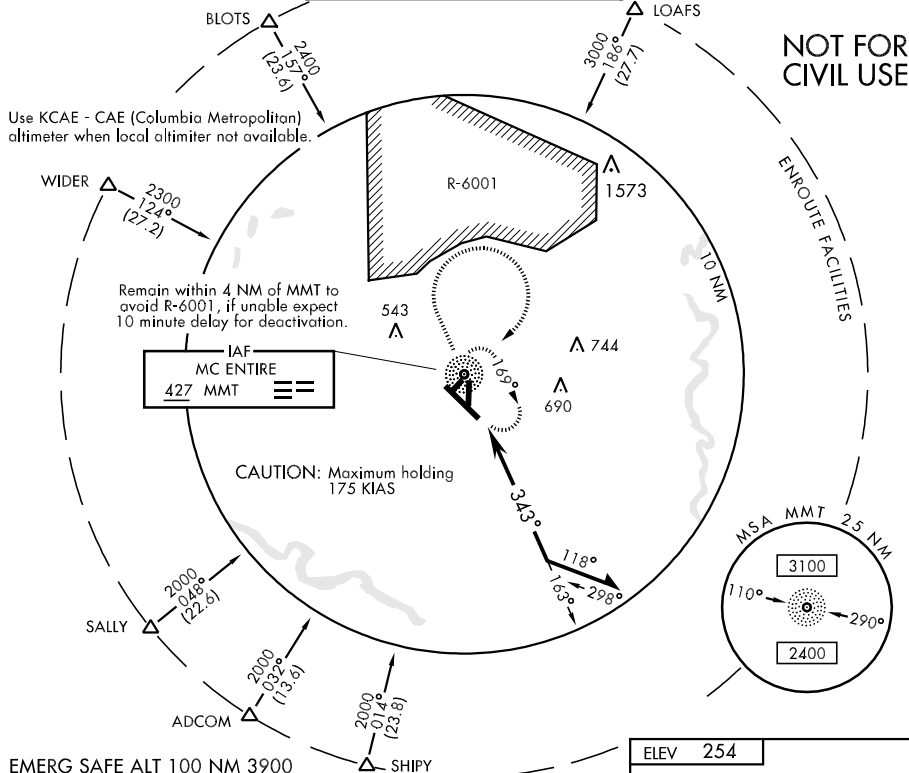
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.



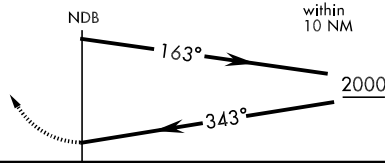
MISSED APPROACH: Climb straight ahead to 1500 then climbing right turn to 2000 direct MMT NDB and hold.

SHAW APP CON
125.4 385.6MC ENTIRE TOWER ★
132.4 (CTAF) 0 253.5GND CON
127.625 226.675

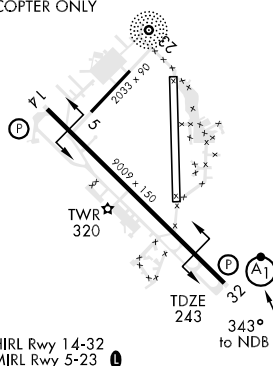
ASR/PAR



VGSI and descent angles not coincident.



ELEV 254

Rwy 5-23
COPTER ONLYHIRL Rwy 14-32
MIRL Rwy 5-23

343° to NDB

CATEGORY	A	B	C	D
S-32 *	800/40 557 (600-¾)	800/50 557 (600-1)	800/60 557 (600-1¼)	800/60 557 (600-1¼)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 *	840/40 597 (600-¾)	840/50 597 (600-1)	840/60 597 (600-1¼)	840/60 597 (600-1¼)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)

VORTAC MMT Chan 79	APCH CRS 325°	Rwy Idg 9009 TDZE 243 Arpt Elev 254
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AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
CAT D RVR to 60 and vis to 1½ mile, CAT E vis to 1½ mile.



MISSED APPROACH: Climb to 1100 then
immediate climbing right turn to 2000 via
heading 110° then as directed by ATC.

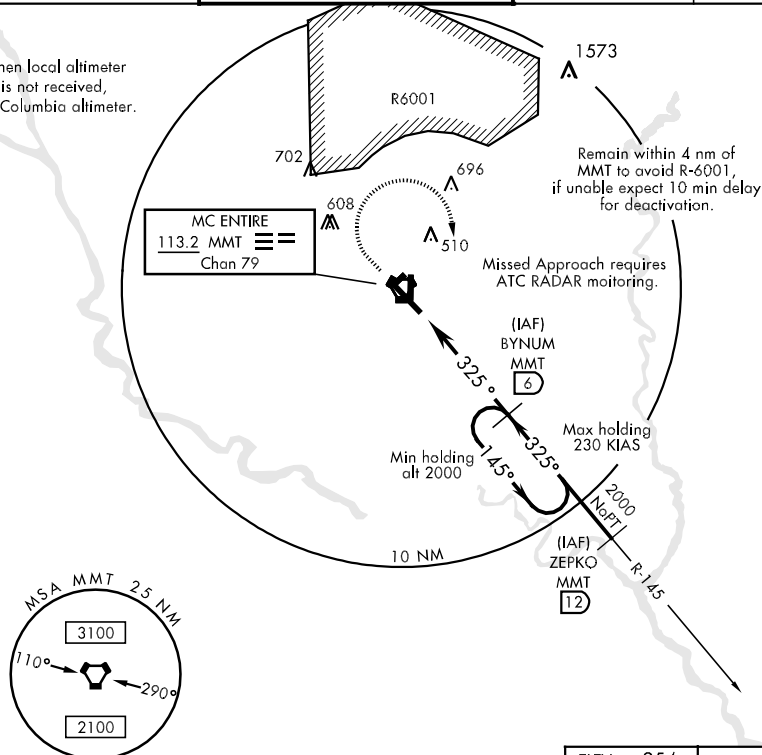
SHAW APP CON
125.4 385.6

MC ENTIRE TOWER ★
132.4 (CTAF) 0 253.5

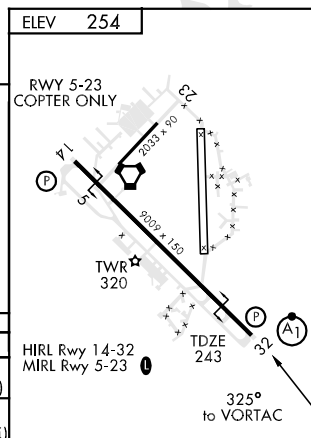
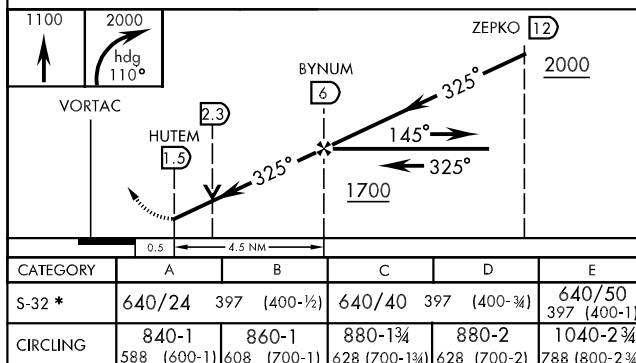
GND CON
127.625 226.675

ASR/PAR
(RADAR VECTING)

When local altimeter
is not received,
use Columbia altimeter.



EMERG SAFE ALT 100 NM 3900



VORTAC MMT
113.2
Chan 79

APCH CRS
325°

Rwy Idg 9009
TDZE 243
Arpt Elev 254

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1½ miles.
 ** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1½, CAT D vis to 1½.



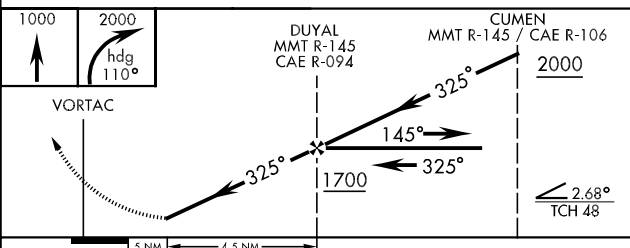
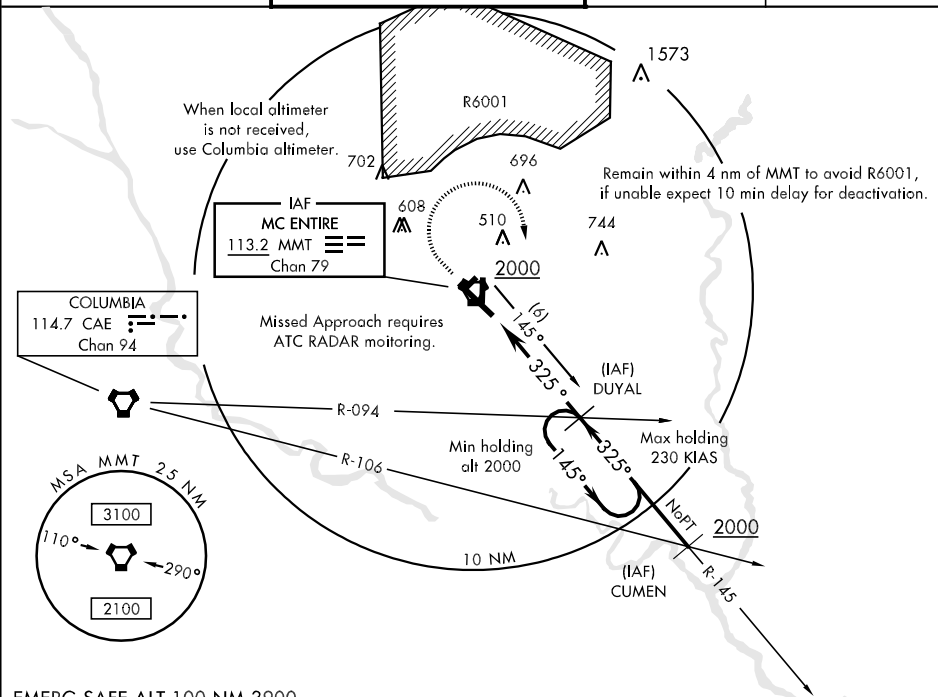
MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON
125.4 385.6

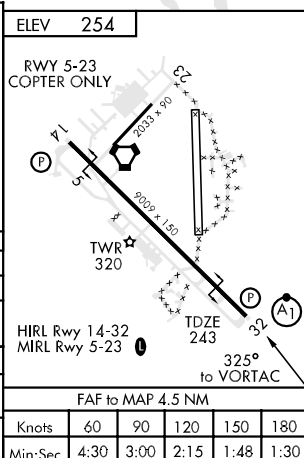
MC ENTIRE TOWER ★
132.4 (CTAF) 0 253.5

GND CON
127.625 226.675

ASR/PAR
(RADAR VECTORING)



CATEGORY	A	B	C	D
S-32 *	640/24 397 (400-½)	640/40 397 (400-¾)	640/40 397 (400-¾)	640/40 397 (400-¾)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1 628 (700-1½)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 **	680/24 437 (500-½)	680/40 437 (500-¾)	680/50 437 (500-1)	680/50 437 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1 668 (700-1½)	920-2 668 (700-2)



ENOREE N34°18.69' W81°38.16' NOTAM FILE AND.
NDB (MHW) 278 EOE at Newberry County. NDB unmonitored.

CHARLOTTE
L-24J

EVANS N33°51.36' W79°45.95' NOTAM FILE AND.
NDB (MHW) 420 CFY at Lake City Muni CJ Evans Fld.

CHARLOTTE
L-24J, 36E

FAIRFIELD CO (See WINNSBORO)

FAIRMONT N34°54.14' W81°59.09' NOTAM FILE AND.
NDB (HW) 248 FRT 065° 1.6 NM to Spartanburg Downtown Meml.

CHARLOTTE
L-24J, 25C

FAIRVIEW (See LANDRUM)

FLORENCE RGNL (FLO) 3 E UTC-5(-4DT) N34°11.12' W79°43.43'

CHARLOTTE

146 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE FLO

H-9C, 12G, L-24J, 36E

RWY 09-27: H6502X148 (ASPH-GRVD) S-52, D-77, 2S-98, 2D-135 HIRL 0.4% up W IAP, AD

RWY 09: MALSR. PAPI(P4L)—GA 3.0°TCH 58'.

RWY 27: PAPI(P4L)—GA 3.0°TCH 46'. Trees.

RWY 01-19: H6000X147 (ASPH) S-65, D-100, 2S-127
MIRL 0.5% up N

RWY 01: REIL. PAPI(P4L)—GA 3.0°TCH 57'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 42'. Trees.

AIRPORT REMARKS: Attended 1130-0300Z†. 12 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, etc aprt manager at 843-669-5001. 442' lighted crane 2 miles NW of aprt. When twr clsd ACTIVATE HIRL Rwy 09-27; PAPI Rwy 01, Rwy 19, Rwy 09 and Rwy 27; REIL Rwy 01, Rwy 19 MALSR Rwy 09 and twy lghts—CTAF.

WEATHER DATA SOURCES: ASOS (843) 665-1306.

HIWAS 115.2 FLO. LAWRs.

COMMUNICATIONS: CTAF 125.1 ATIS 123.625 UNICOM 122.95

RCO 122.6 (ANDERSON RADIO)

RCO 122.1R 115.2T (ANDERSON RADIO)

Ⓡ FLORENCE APP/DEP CON 118.6 (256°-074°) 135.25 (075°-255°)
(1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

TOWER 125.1 (1130-0300Z†) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1130-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

(H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 232° 4.4 NM to fld. 110/03W. HIWAS.

VOR portion unusable:

089°-125° byd 30 NM blo 3000'.

126°-194° byd 10 NM.

195°-223° byd 10 NM blo 4000'.

DME unusable:

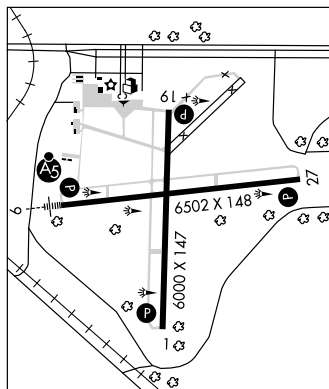
200°-025° byd 30 NM blo 4000'

ALCOT NDB (LOM) 335 FL N34°10.44' W79°51.15' 089° 6.4 NM to fld.

ILS 109.1 I-FLO Rwy 09. Class IB. LOM ALCOT NDB. BC unusable.

ASR (1130-0300Z†)

COMM/NAV/WEATHER REMARKS: Frequency 121.5 monitored by Anderson Radio when FLO twr clsd.



FORT MILL N34°59.34' W80°57.29' NOTAM FILE AND.

CHARLOTTE

(L) VORTAC 112.4 FML Chan 71 271° 5.1 NM to Rock Hill York Co/Bryant fld. 645/02W.

L-25D, 36E

VOR portion unusable 115°-123° byd 30 NM blo 3000'. SHUTDOWN.

RCO 122.1R 112.4T (ANDERSON RADIO)

LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	146
		Apt Elev	146

ILS or LOC RWY 9

FLORENCE RGNL (FLO)

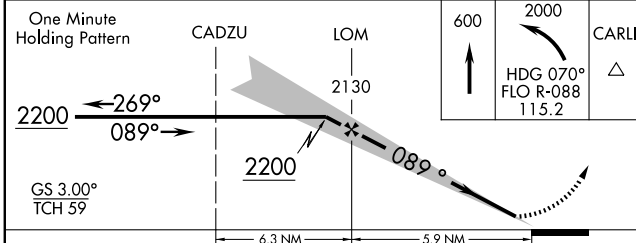
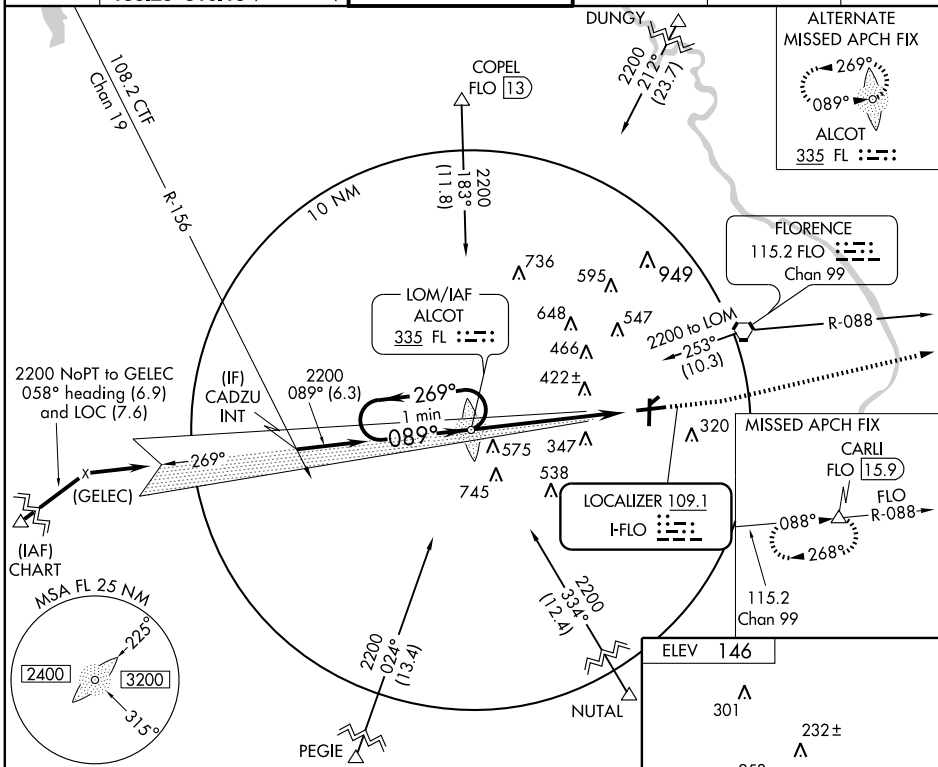
▼ DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile.

▲ ASR

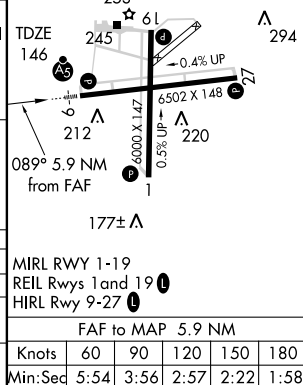
MALSR
A5

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/ FLO 15.9 DME and hold.

ATIS	FLORENCE APP CON*	FLORENCE TOWER*	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
S-ILS 9		346-1/2	200 (200-1/2)	
S-LOC-9	840-1/2	694 (700-1/2)	840-1 1/2 694 (700-1 1/2)	840-1 3/4 694 (700-1 3/4)
CIRCLING	840-1	694 (700-1)	840-2 694 (700-2)	840-2 1/4 694 (700-2 1/4)



APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	146

RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When
A local altimeter setting not received, use Darlington altimeter setting and
ASR increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

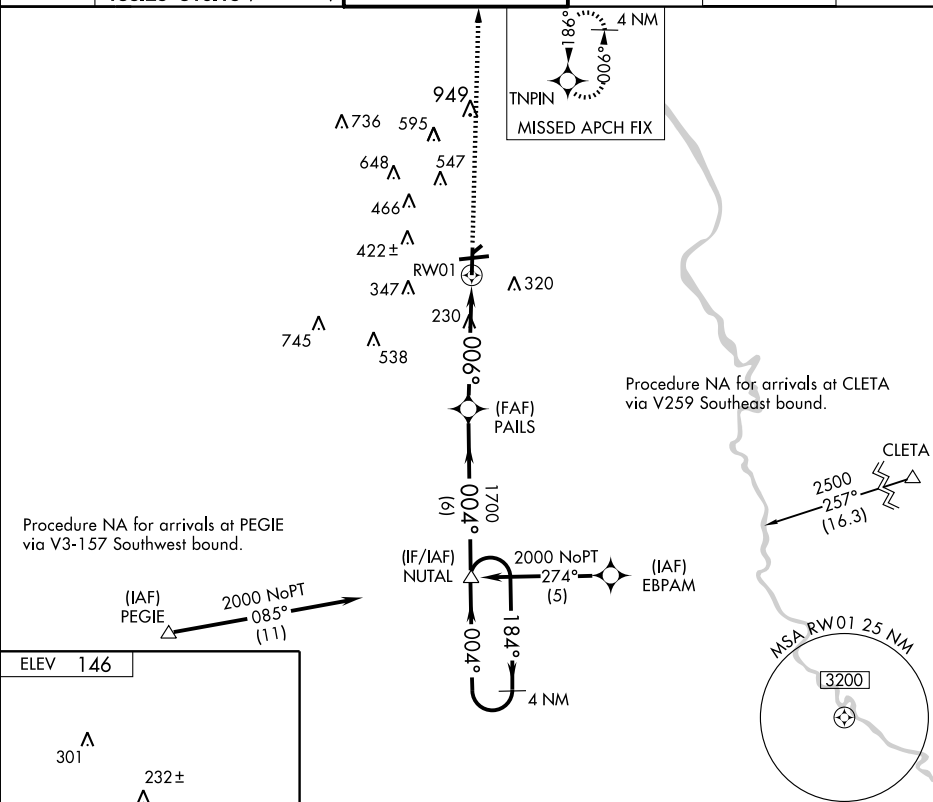
MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)
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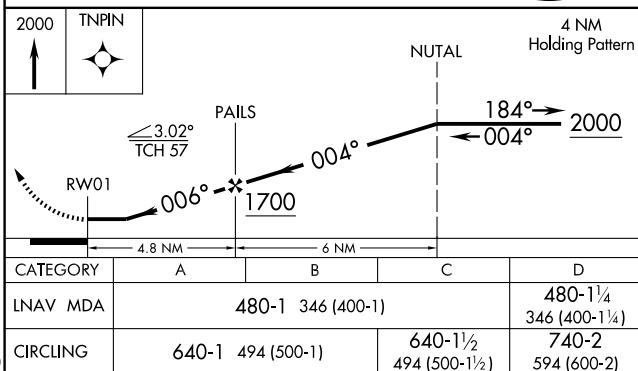
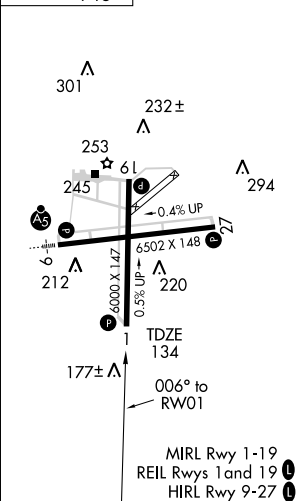
FLORENCE TOWER★
125.1 (CTAF) **L** 353.85

GND CON
121.9 353.8

CLNC DEL	
121.9	353.85

UNICOM
122.95

ELEV 146



FLORENCE, SOUTH CAROLINA

Orig 10210

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 1

34°11'N-79°43'W

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70710 W09A	APP CRS 088°	Rwy Idg TDZE 146 Apt Elev 146	6502
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RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

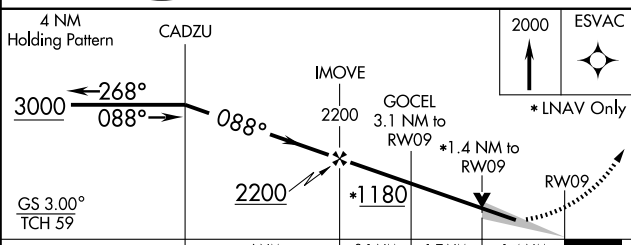
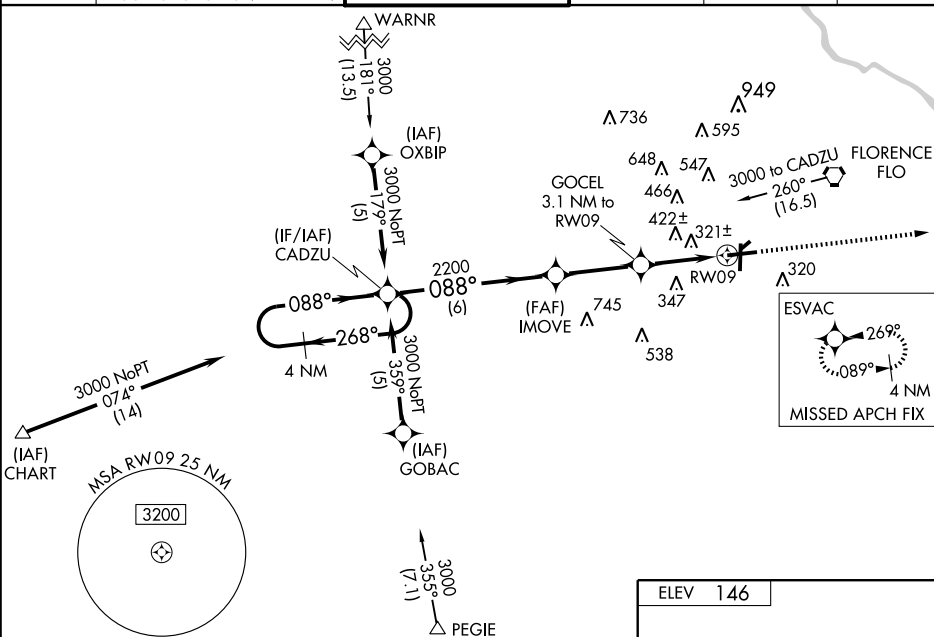
ASR For inoperative MALS, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LPV visibility ¼ mile all Cats. For inoperative MALS when using Darlington altimeter setting, increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

MALS

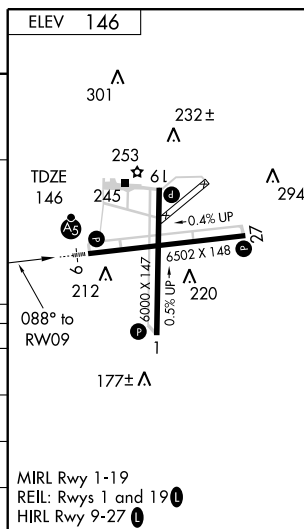


MISSED APPROACH:
Climb to 2000 direct
ESVAC and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER★ 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	441-1½ 295 (300-½)			
LNAV/VNAV DA	623-1¼ 477 (500-1¼)			
LNAV MDA	660-½ 514 (600-½)	660-1 514 (600-1)	660-1¼ 514 (600-1¼)	
CIRCLING	660-1 514 (600-1)	660-1½ 514 (600-1½)	740-2 594 (600-2)	



APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

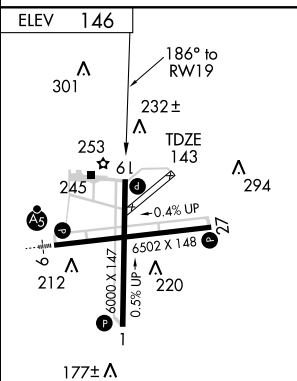
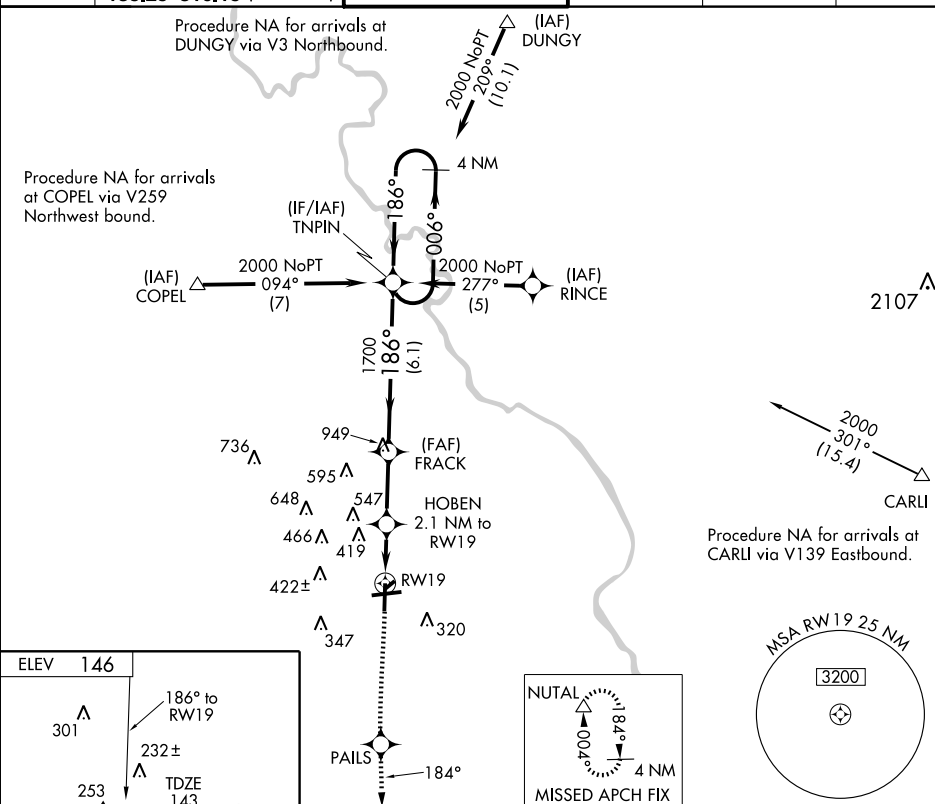
RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER★ 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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MIRL Rwy 1-19
REIL Rwy 19
HIRL Rwy 9-27

FLORENCE, SOUTH CAROLINA

Orig 10210

34°11'N-79°43'W

RNAV (GPS) RWY 19

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61310 W27A	APP CRS 269°	Rwy Idg 6502 TDZE 139 Apt Elev 146
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RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

▼ Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D ½ mile.

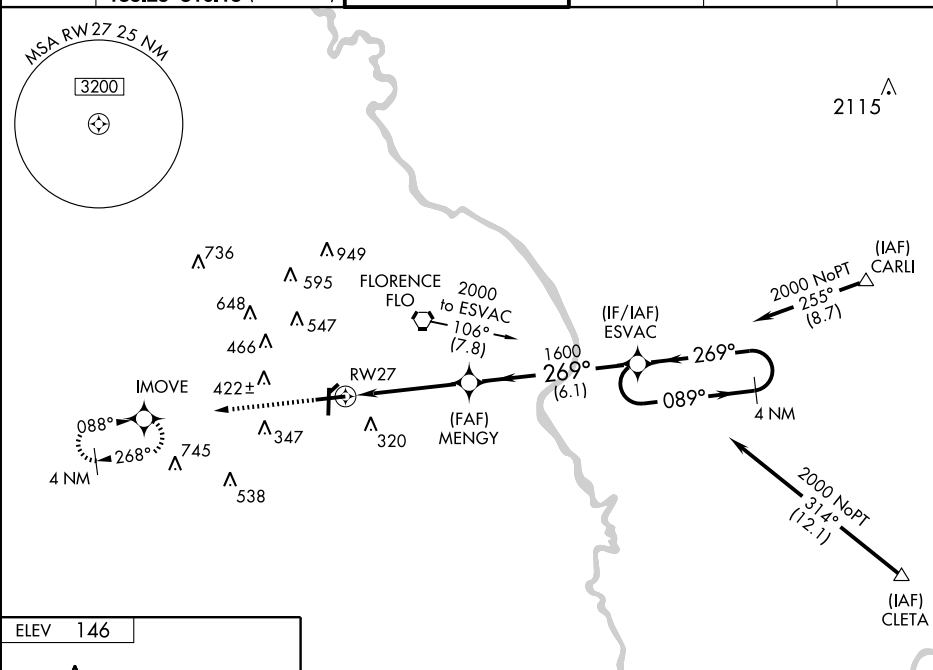
MISSED APPROACH:
Climb to 2000 direct
IMOVE and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)
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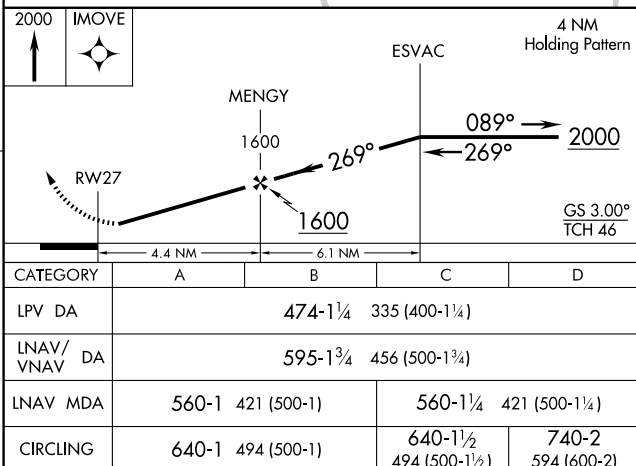
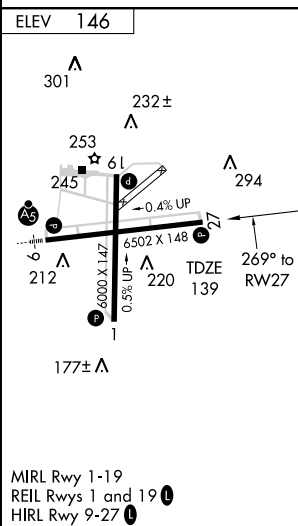
FLORENCE TOWER★
125.1 (CTAF) 353.85

GND CON
121.9 353.85

CLNC DEL
121.9 353.85

UNICOM
122.95

SE-2. 21 OCT 2010 to 18 NOV 2010



FLORENCE, SOUTH CAROLINA

Orig 10210

FLORENCE RGNL (FLO)

34°11'N-79°43'W

RNAV (GPS) RWY 27

VORTAC FLO 115.2 Chan 99	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 146
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VOR or TACAN-A

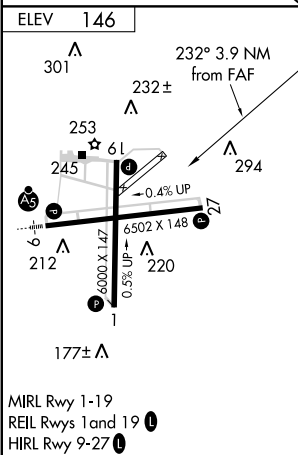
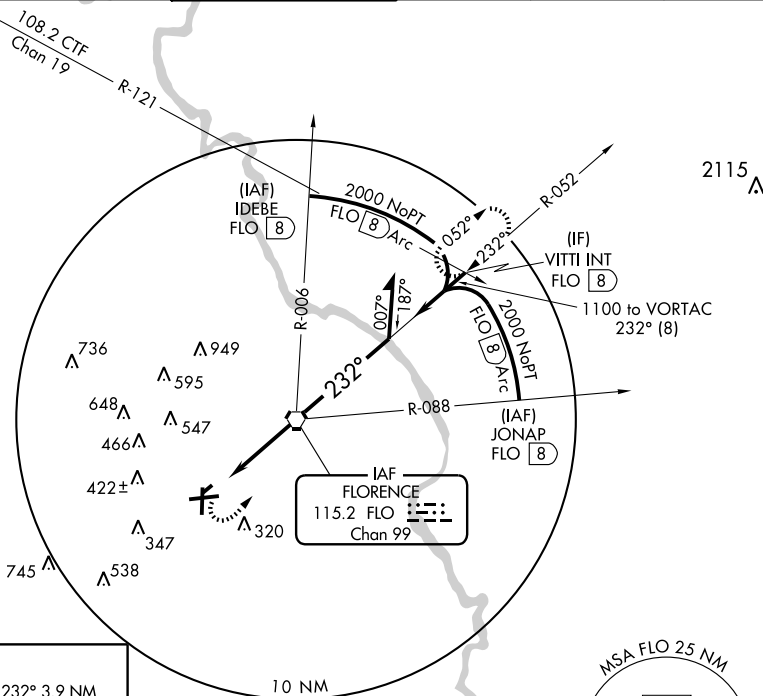
FLORENCE RGNL (FLO)

⚠
ASR

When local altimeter setting not received,
use Darlington altimeter setting and increase
all MDA 60 ft.

MISSED APPROACH: Climbing left turn to 2000
via heading 030° and FLO VORTAC R-052 to
VITTI Int/FLO 8 DME and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER★ 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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MIRL Rwy 1-19
REIL Rwy 1 and 19
HIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

FLORENCE, SOUTH CAROLINA

Amdt 6 10210

<div><div>2000</div><div>HDG 030° FLO R-052 115.2</div></div>		VITTI INT		<div><div>VORTAC</div><div>052°</div><div>2000</div><div>232°</div><div>1100</div><div>3.9 NM</div><div>Remain within 10 NM</div></div>	
CATEGORY	A	B	C	D	
CIRCLING	640-1	494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)	

FLORENCE RGNL (FLO)

VOR or TACAN-A

34°11'N-79°43'W

GEORGETOWN CO (GGE) 3 S UTC-5(-4DT) N33°18.68' W79°19.22'

39 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H6000X100 (ASPH) S-30, D-60 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 31'. Tree.

RWY 23: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 11-29: H4539X150 (ASPH) S-20, D-30 MIRL 0.3% up W

RWY 11: Tree. RWY 29: Tree.

AIRPORT REMARKS: Attended 1200-0200Z. Rwy 11-29 CLOSED to a/cft 12,500 lbs and over. Rwy 11 65' trees 1500' from thld. Rwy 11-29 entire runway is severely cracking and grass is growing through cracks.

WEATHER DATA SOURCES: AWOS-3 118.275 (843) 527-3851.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z)

MYRTLE BEACH CLNC DEL 121.725 GCO 119.7 (MYRTLE BEACH CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 060° 44.0 NM to fld. 39/05W. HIWAS.

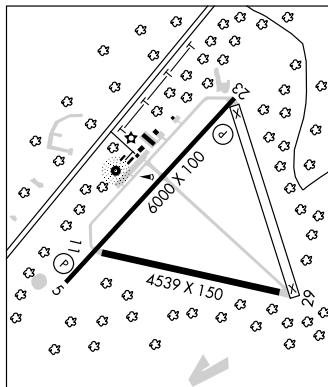
NDB (MHW) 242 GGE N33°18.93' W79°19.47' at fld.

NOTAM FILE AND. Unmonitored 0200-1200Z.

CHARLOTTE

H-9C, 12G, L-24I

IAP

**GRAND STRAND** (See NORTH MYRTLE BEACH)**GRANITEVILLE****TWIN LAKES** (S17) 4 NW UTC-5(-4DT) N33°38.74' W81°52.02'

540 B NOTAM FILE AND

RWY 06-24: H4000X60 (ASPH) S-12.5

RWY 06: Thld dsplcd 390'. Tree.

RWY 24: Thld dsplcd 421'. Fence.

AIRPORT REMARKS: Unattended. CLOSED to a/cft with maximum gross weight 10,000 lbs and above. No parking for transient a/cft. ACTIVATE rotating beacon—CTAF.

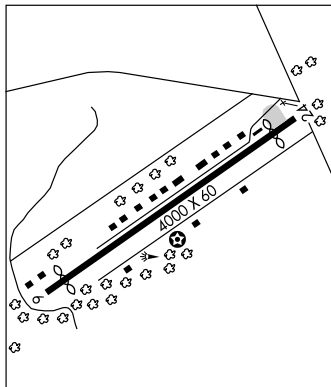
COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 108° 15.2 NM to fld. 428/04 W.

ATLANTA

L-24I

**GREEN SEA** (S79) 4 NW UTC-5(-4DT) N34°11.13' W79°01.24'

95 NOTAM FILE AND

RWY 09-27: 3600X100 (TURF)

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Remote controlled a/cft invov arpt. Rwy 09 rwy edge marked with white cones.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE

WAAS CH 58108 W23A	APP CRS 227°	Rwy Idg TDZE 37 Apt Elev 40	6000
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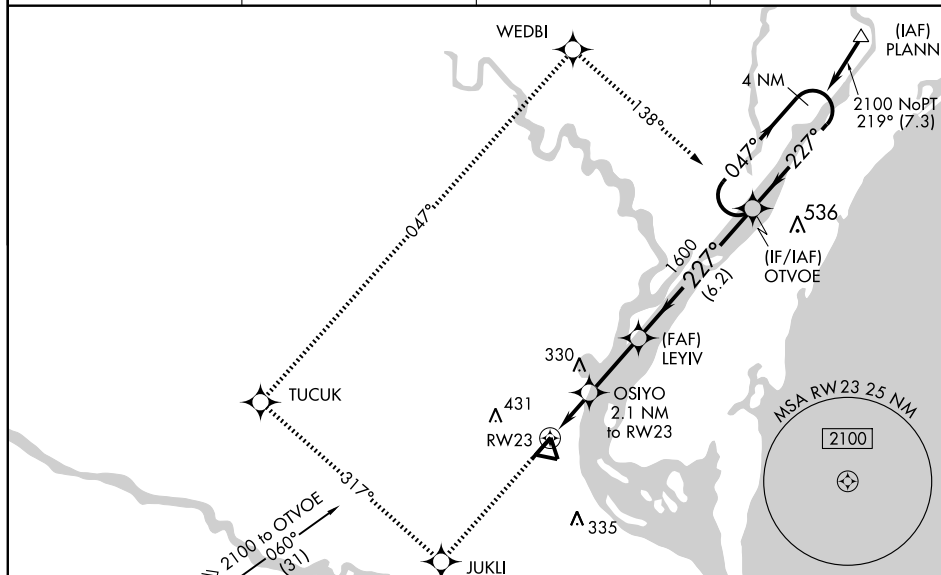
RNAV (GPS) RWY 23

GEORGETOWN COUNTY (GGE)

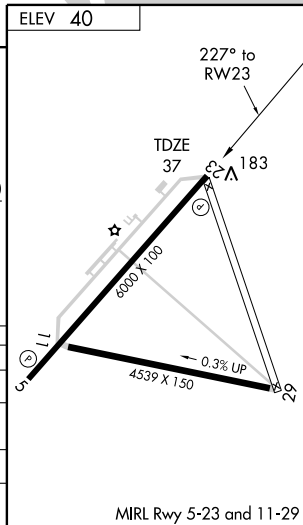
⚠ Baro-VNAV NA when using Myrtle Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Myrtle Beach altimeter setting. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV all Cats and LNAV/VNAV all Cats, and LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct JUKLI and right turn via track 317° to TUCUK and right turn via track 047° to WEDBI and right turn via track 138° to OTVOE and hold.

AWOS-3 118.275	MYRTLE BEACH APP CON ★ 127.4 257.95	CLNC DEL (GCO) 121.725	UNICOM 123.0 (CTAF)
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2100	JUKLI	trk 317°	TUCUK	trk 047°	WEDBI	trk 138°	OTVOE	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident.								
OSIYO 2.1 NM to RW23			LEYIV			OTVOE		
*1.2 NM to RW23			*740			1600		
*LNAV only.			1.2			0.9		
CATEGORY			A			B		
LPV DA			237-¾			200 (200-¾)		
LNAV/VNAV DA			507-1¾			470 (500-1¾)		
LNAV MDA			440-1 403 (400-1)			440-1¼ 403 (400-1¼)		
CIRCLING			520-1 480 (500-1)			520-1½ 480 (500-1½)		
						800-2½ 760 (800-2½)		



AIRPORT DIAGRAM

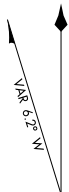
AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA

ASOS
127.075
GREENVILLE TOWER★
119.9 257.7
GND CON
121.25

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



HANGARS

HANGAR

TWR/BCN/
TERMINAL
1094

1123±

EMAS

61

FIELD
ELEV
1048

HANGARS

NORTH
RAMPEAST
RAMP

34°51.0' N

SE-2, 21 OCT 2010 to 18 NOV 2010

0.5% UP → 3998 X 80
ELEV 994
097.5° → Z

WEST
RAMP

RWY 01-19
S-44, D-60, 2D-95
RWY 10-28
S-20

SOUTH
RAMPUNIVERSITY
RAMPELEV
1014

5393 X 100

1.1% UP →

34°50.5' N

ELEV
988

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°21.5' W

82°21.0' W

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREENVILLE, SOUTH CAROLINA
GREENVILLE DOWNTOWN (GMU)

GREENVILLE DOWNTOWN (GMU) 3 E UTC-5(-4DT) N34°50.88' W82°21.00'

ATLANTA

1048 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE GMU H-9B, 12G, L-24J, 25C

RWY 01-19: H5393X100 (ASPH-GRVD) S-44, D-60, 2D-95 HIRL 1.1% up N IAP, AD

RWY 01: REIL. MALSF. PAPI(P4L) TCH 35'.

RWY 19: REIL. PAPI(P4L) TCH 30'. Tree. Rgt tfc.

RWY 10-28: H3998X80 (ASPH) S-20 MIRL 0.5% up E

RWY 10: Thld dspcd 265'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 270'. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA-3998 TODA-3998 ASDA-3728 LDA-3463

RWY 28: TORA-3998 TODA-3998 ASDA-3733 LDA-3463

ARRESTING GEAR/SYSTEM

RWY 01: EMAS

AIRPORT REMARKS: Attended Mon-Fri 1000-0300Z†, Sat-Sun

1100-1300Z†. CAUTION—Aircraft operating in Airport Traffic Area south thru east be alert for jet and conventional tfc descending on Greenville-Spartanburg localizer course. Acft inbound from the SSW or on ILS Rwy 01 apch, be alert for tfc 4.5 miles S opr in the Donaldson Center arpt tfc pattern at 1800 ft or below.

TPA—1848(800) for light aircraft, 2048(1000) for heavy aircraft.

No acft permitted on Twy C or Twy D when acft greater than

12,500 lbs is operating on Rwy 10-28. Rwy 10-28 restricted to small acft less than 12,500 lbs when acft is operating on Twy C or Twy D. When twr clsd ACTIVATE HIRL Rwy 01-19, REIL Rwy 01, Rwy 19 and perimeter lights H1 and H2—CTAF.

WEATHER DATA SOURCES: ASOS 127.075 (864) 239-0014. LAWRS.**COMMUNICATIONS:** CTAF 119.9 UNICOM 122.95

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†) ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 119.9 (1200-0300Z†) GND CON 121.25

AIRSPACE: CLASS D svc 1200-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 244° 23.6 NM to fld. 910/02W.

JUDKY NDB (LOM) 521 GM N34°46.81' W82°20.99' 005° 4.1 NM to fld.

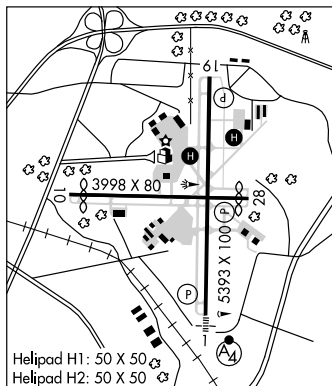
ILS 109.7 I-GMU Rwy 01. Class IB. LOM JUDKY NDB. GS unusable blo 1216' MSL. (ILS unmonitored when twr closed).

ASR (1130-0500Z†)

HELIPAD H1: H50X50 (CONC)

HELIPAD H2: H50X50 (CONC)

HELIPORT REMARKS: No overnight parking on helipads. ACTIVATE perimeter lgts H1 and H2—CTAF.

**GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN** (See GREER)**GREENWOOD CO** (GRD) 3 N UTC-5(-4DT) N34°14.92' W82°09.55'

ATLANTA

631 B S3 FUEL 100LL, JET A NOTAM FILE GRD

H-9B, 12G, L-24J

RWY 09-27: H5003X100 (ASPH) S-30, D-57.5 MIRL

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 27: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun

1600-2200Z†. Taxiway A parallel to Rwy 09-27 grade extreme with dropoffs each side of taxiway. MIRL Rwy 09-27 preset on med ints dusk-0400Z†; to increase ints and ACTIVATE REIL Rws 09 and 27—CTAF; After 0400Z† ACTIVATE MIRL Rwy 09-27 and REIL Rws 09 and 27 and ODALS Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (864) 388-9115.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.5T (ANDERSON RADIO)

RCO 122.625 (ANDERSON RADIO)

GREER APP/DEP CON 120.6 (1100-0445Z†)

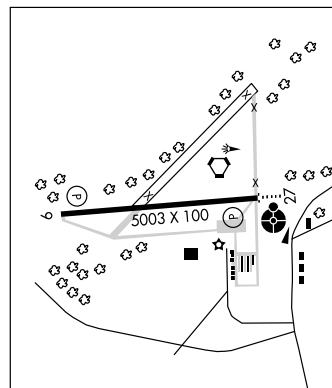
ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

(H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' at fld. 630/01W.

CORONACA NDB (MHW) 239 GIW N34°15.22' W82°05.17'

269° 3.6 NM to fld.



LOC I-GMU 109.7	APP CRS 006°	Rwy Idg TDZE Apt Elev 5393 1015 1048
---------------------------	------------------------	--

ILS or LOC RWY 1

GREENVILLE DOWNTOWN (GMU)

▲ If local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED.

MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS
127.075

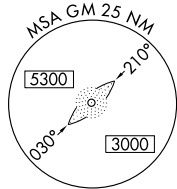
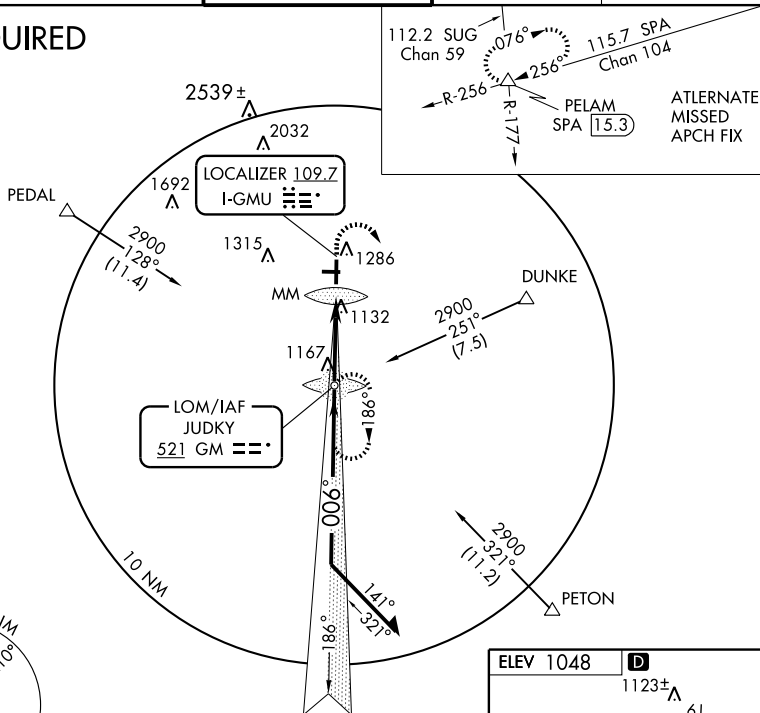
GREER APP CON ★
118.8 385.4

GREENVILLE TOWER ★
119.9 (CTAF) **0 257.7**

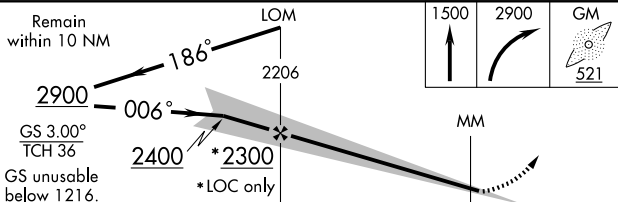
GND CON
121.25

UNICOM
122.95

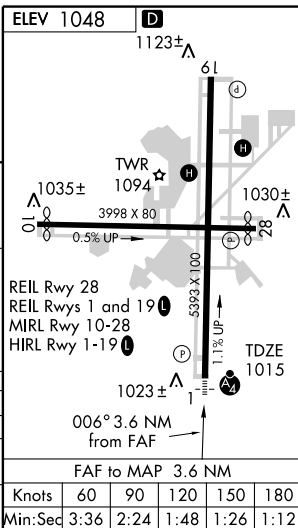
ADF REQUIRED



Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 1		1216-3/4	201 (200-3/4)	
S-LOC 1		1400-3/4	385 (400-3/4)	1400-1/4 385 (400-1/4)
CIRCLING	1620-1	572 (600-1)	1620-1/2 572 (600-1/2)	1740-2/4 692 (700-2/4)



LOM GM	APP CRS	Rwy Idg	5393
<u>521</u>	006°	TDZE	1015
		Apt Elev	1048

NDB RWY 1
GREENVILLE DOWNTOWN (GMU)

T Inoperative table does not apply to Cat C. If local
A NA altimeter setting not received, use Greer altimeter
ASR setting and increase all MDAs 40 feet.

MALSF

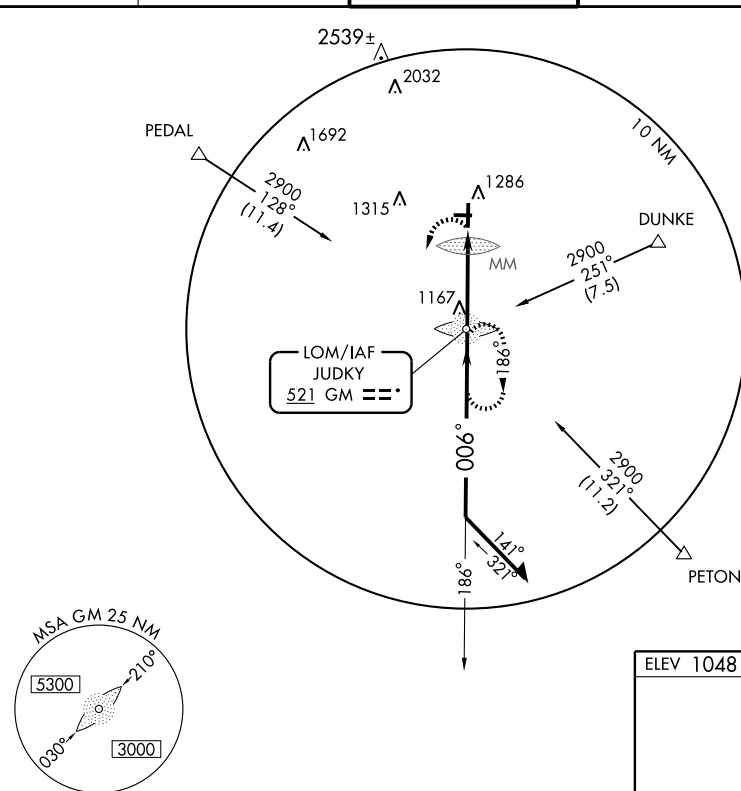
MISSED APPROACH: Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS
127,075

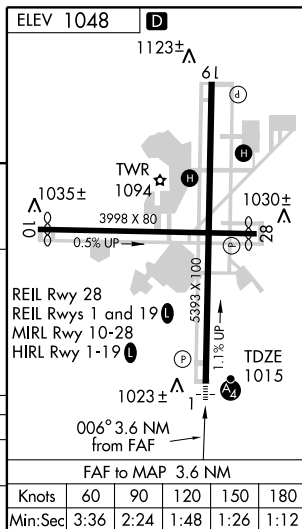
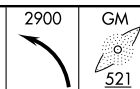
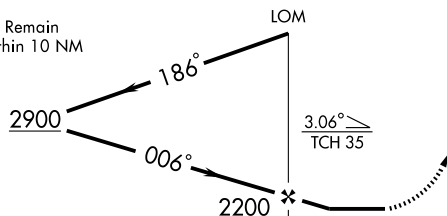
GREER APP CON ★
118.8 385.4

GREENVILLE TOWER ★
119.9 (CTAF) **L** 257.7

GND CON
121,25

UNICOM
122.95

Remain
within 10 NM



GREENVILLE, SOUTH CAROLINA

Amdt 22 09183

GREENVILLE DOWNTOWN (GMU)

NDB RWY 1

34°51'N - 82°21'W

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3463
096°	TDZE	1013
	Apt Elev	1048

RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

ASR DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet, and LNAV Cats. C and D, and Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 3000 direct NAYGO
and via track 164° to PETON
and hold.

ASOS
127.075

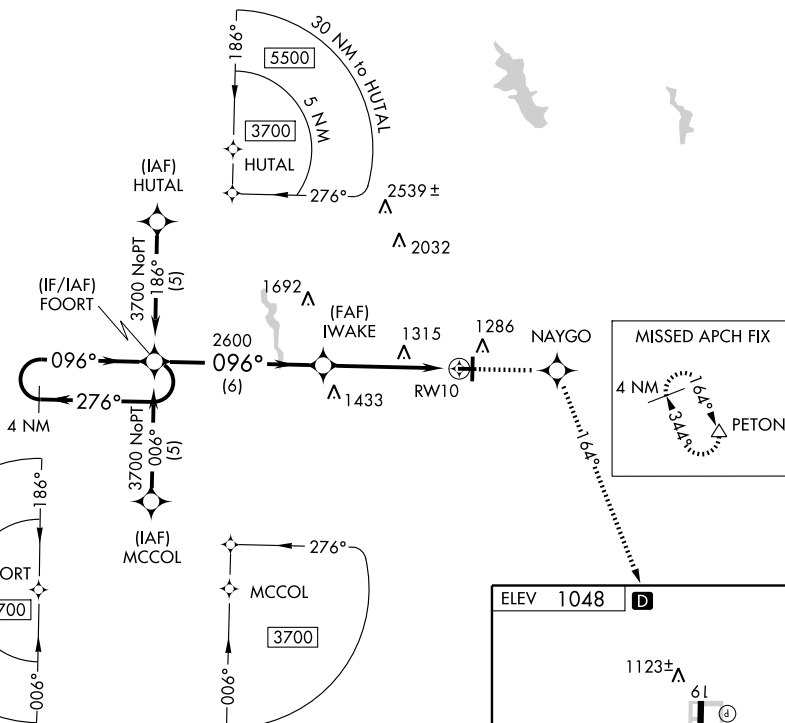
GREER APP CON
118.8 385.4

GREENVILLE TOWER★
119.9 (CTAF) **L** 257.7

GND CON
121.25

UNICOM
122.95

• 3554

4 NM
Holding Pattern

FOORT

300

AYGO

PETON

3700

60

DATA

6

TCN 40	
TCN 40	4

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CATEGORY	DESCRIPTION	DATE	INITIALS
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100			

A	B
---	---

C	
---	--

D

INAY MD

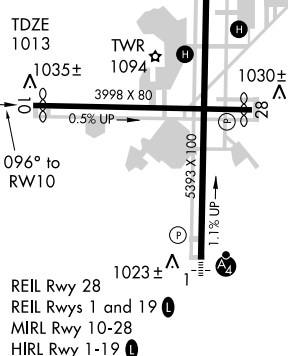
1500 1 547 (100%)

1580-1½	
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1580-1³/₄

567 (600-1½)	
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567 (600-1 3/4)



GREENVILLE, SOUTH CAROLINA
Orig 09183

34° 51' N-82° 21' W

GREENVILLE DOWNTOWN (GMU)
RNAV (GPS) RWY 10

SE-2. 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS **186°**
 Rwy Idg **5393**
 TDZE **1048**
 Apt Elev **1048**

RNAV (GPS) RWY 19

GREENVILLE DOWNTOWN (GMU)

T If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.
ASR Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct WANOL and hold.

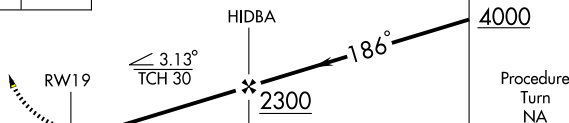
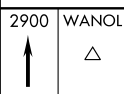
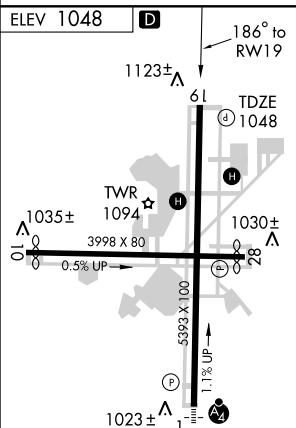
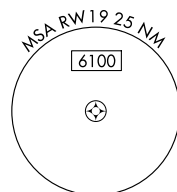
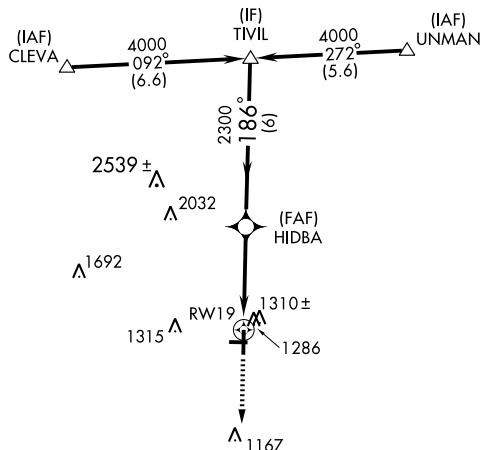
ASOS
127.075

GREER APP CON ★
118.8 385.4

GREENVILLE TOWER ★
119.9 (CTAF) 0 257.7

GND CON
121.25

UNICOM
122.95



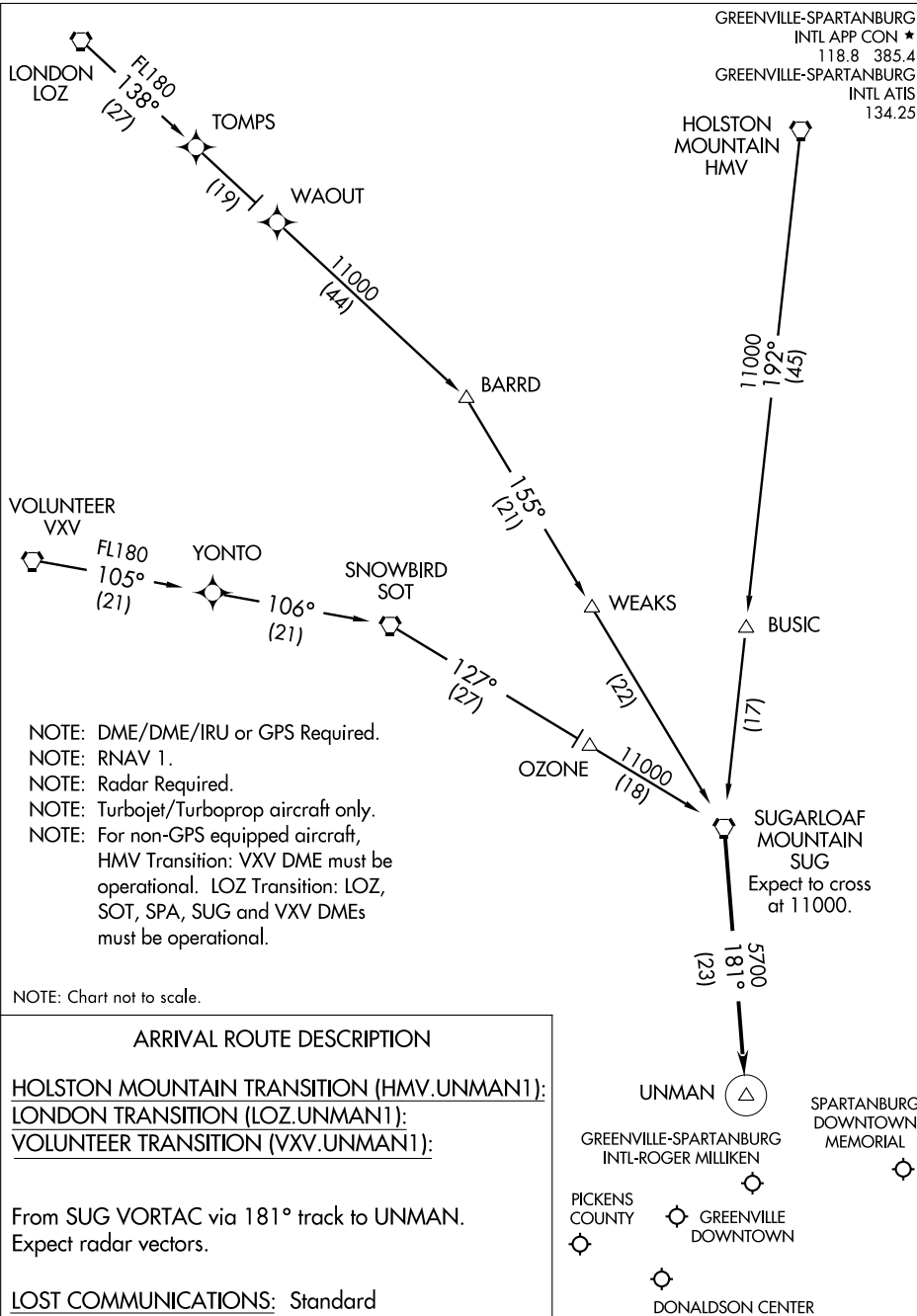
CATEGORY	A	B	C	D
LNVA MDA	1560-1	512 (600-1)	1560-1½ 512 (600-1½)	1560-1¾ 512 (600-1¾)
CIRCLING	1620-1	572 (600-1)	1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

(UNMAN.UNMAN1) 10210

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

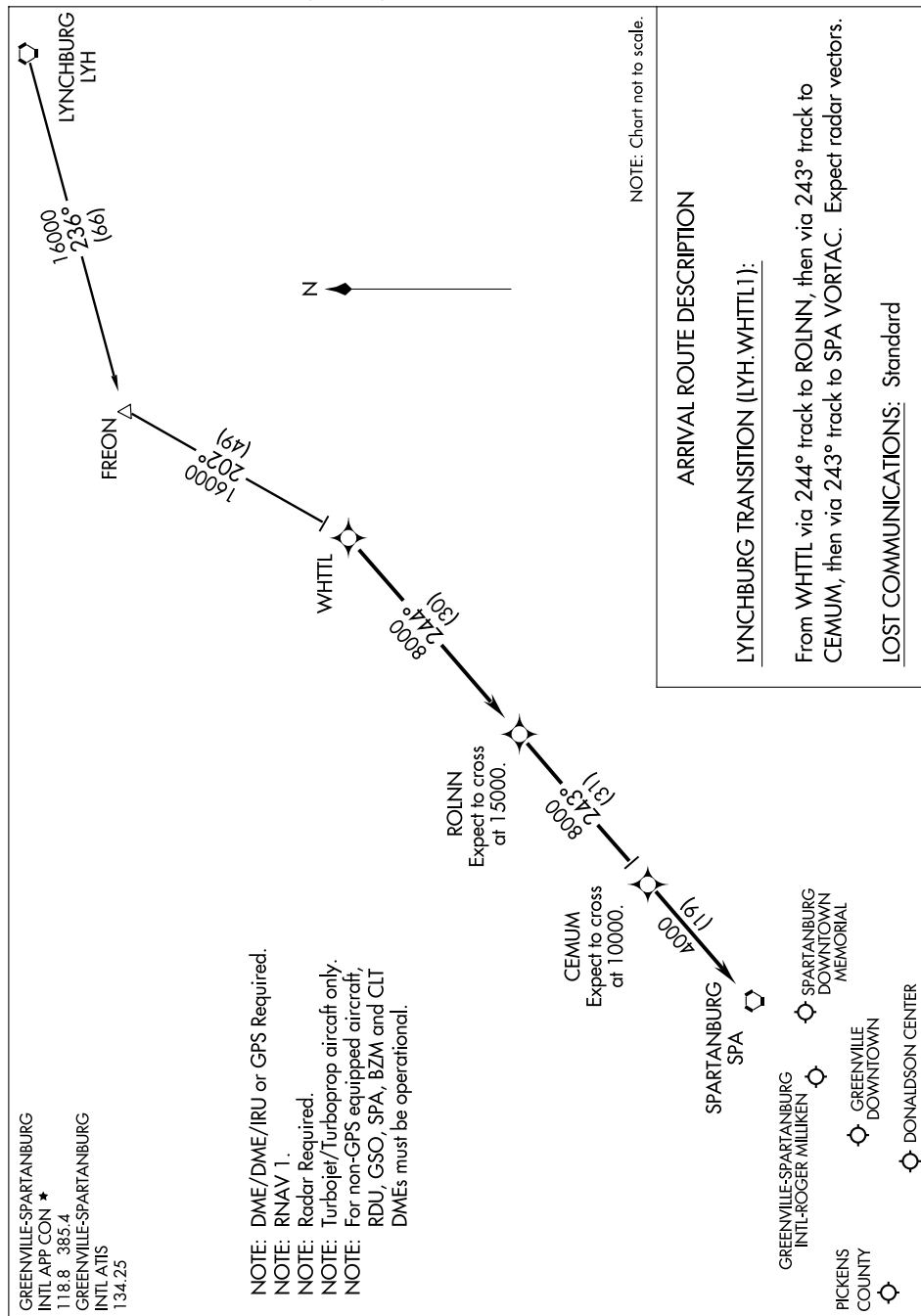
(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

GREENVILLE

DONALDSON CENTER (GYH) 6 S UTC-5(-4DT) N34°45.50' W82°22.59'

ATLANTA

955 B S4 FUEL 100LL, JET A OX 1 TPA-1755 (800) Class IV, ARFF Index A

H-9B, 12G, L-24J, 25C

NOTAM FILE GYH

IAP, AD

RWY 05-23: H8000X150 (CONC-GRVD) S-30, D-120, 2S-152,
2D-200 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.22°TCH 60'. Rgt tfc. 0.3%
down.

RWY 23: PAPI(P4L)—GA 4.14° TCH 80'. Trees. 0.6% up.

AIRPORT REMARKS: Attended 1100-0000Z†. CLOSED to air carrier opr
with more than 30 passenger seats except 24 hr PPR call arpt
manager 864-277-3152. When twr CLOSED use frequency
125.95 for clearance delivery. ACTIVATE HIRL Rwy 05-23 and
PAPI Rwy 05 and 23, MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.325 (864) 277-5674.

COMMUNICATIONS: CTAF 133.325 UNICOM 122.7

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 133.325 (1200-0200Z†)

GND CON 121.4 CLNC DEL 121.4 CLNC DEL 125.95 (when twr
clsd)

AIRSPACE: CLASS D svc 1200-0200Z† other times CLASS G.

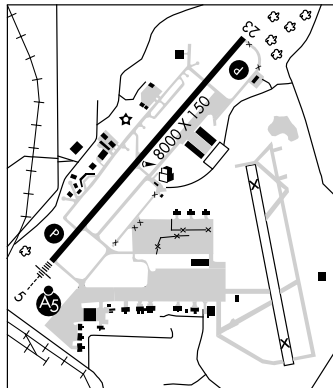
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 235° 27.6 NM to fld. 910/02W.

DYANA NDB (MHW/LOM) 338 GY N34°41.46' W82°26.62' 044° 5.2 NM to fld. Unmonitored 0200-1200Z†.

ILS/DME 108.3 I-GYH Chan 20 Rwy 05. Class IA. LOM DYANA NDB. NDB unmonitored 0200-1200Z†.

LOC/GS unmonitored 0200-1200Z†. MM OTS indef.



NDB GY 338	APP CRS 043°	Rwy Idg TDZE Apt Elev 8000 955
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NDB RWY 5

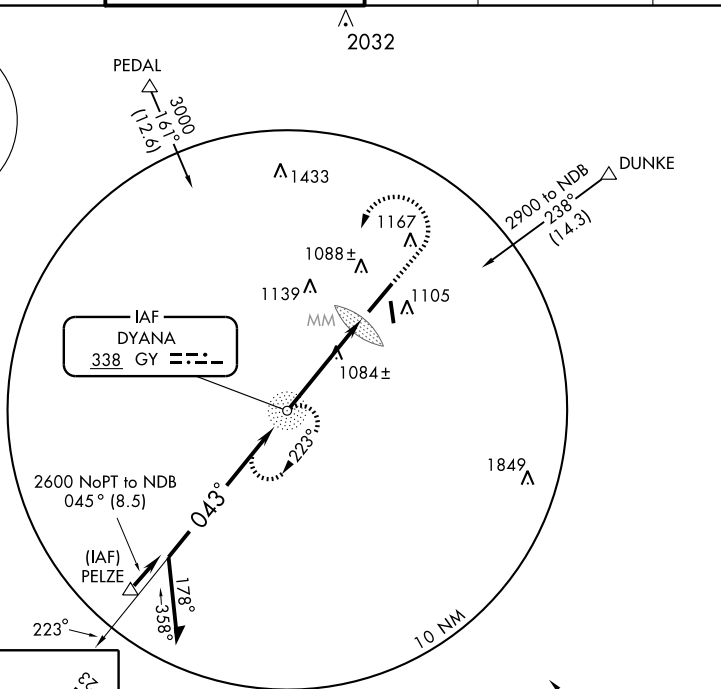
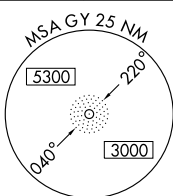
GREENVILLE/ DONALDSON CENTER (GYH)

V If local altimeter setting not received, use Greer
Δ NA altimeter setting and increase all MDAs 40 feet.

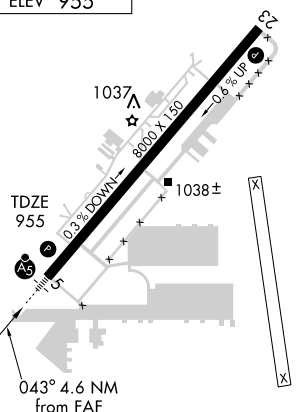


MISSED APPROACH: Climb to 1600 then climbing
 left turn to 2900 direct GY NDB and hold.

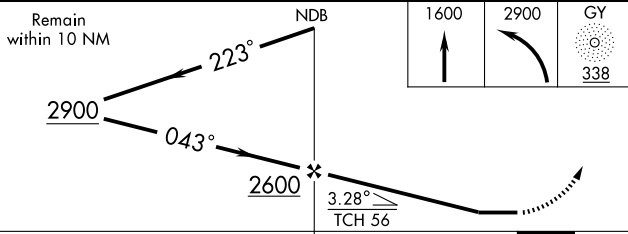
AWOS-3 127.325	GREER APP CON ★ 118.8 385.4	DONALDSON TOWER ★ 133.325 (CTAF) 269.25	GND CON 121.4	CLNC DEL 121.4 *125.95 *when tower closed	UNICOM 122.7
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ELEV 955



Remain
within 10 NM



CATEGORY	A	B	C	D
S-5	1440- ³ / ₄	485 (500- ³ / ₄)		1440-1 ¹ / ₄ 485 (500-1 ¹ / ₄)
CIRCLING	1440-1	485 (500-1)	1480-1 ¹ / ₂ 525 (600-1 ¹ / ₂)	1520-2 565 (600-2)

WAAS CH 72603 W05A	APP CRS 044°	Rwy Idg TDZE Apt Elev	8000 955 955
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RNAV (GPS) RWY 5

GREENVILLE/ DONALDSON CENTER (GYH)

▼ If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

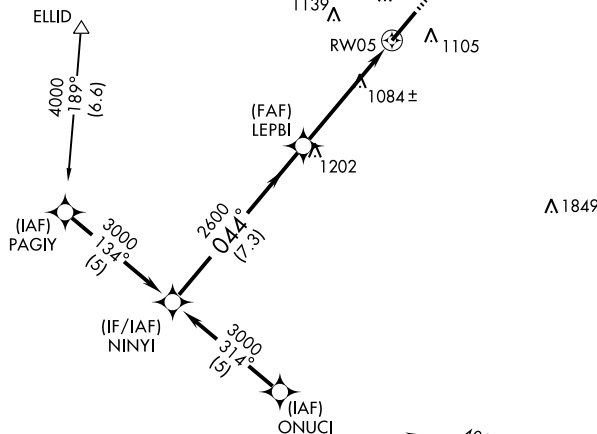
▲ NA



MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

AWOS-3 127.325	GREER APP CON ★ 118.8 385.4	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4 *125.95 *when tower closed	UNICOM 122.7
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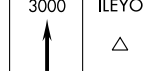
Procedure NA for arrivals at ELLID via V20-35 northeast bound.



Procedure
Turn
NA

NINYI

VGSI and RNAV glidepath
not coincident.



* LNAV Only.

GS 3.00°
TCH 52

3000

2600

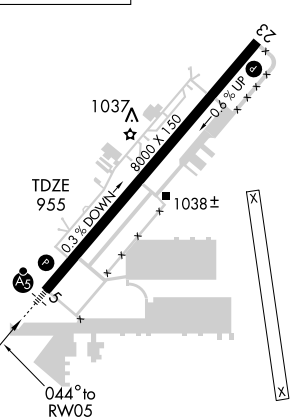
* 1.2 NM to RW05

RW05

7.3 NM 3.7 NM 1.2 NM

CATEGORY	A	B	C	D
LPV DA	1208-1/2 253 (300-1/2)			
LNAV MDA	1400-1/2 445 (500-1/2)	1400-3/4 445 (500-3/4)	1400-1 445 (500-1)	
CIRCLING	1420-1 465 (500-1)	1480-1 525 (600-1/2)	1520-2 565 (600-2)	

ELEV 955



APP CRS	Rwy ldg	8000
224°	TDZE	937
	Apt Elev	955

RNAV (GPS) RWY 23

GREENVILLE/ DONALDSON CENTER (GYH)

▽ If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

△ NA

MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3
127.325

GREER APP CON ★
118.8 385.4

DONALDSON TOWER ★
133.325 (CTAF) 0 269.25

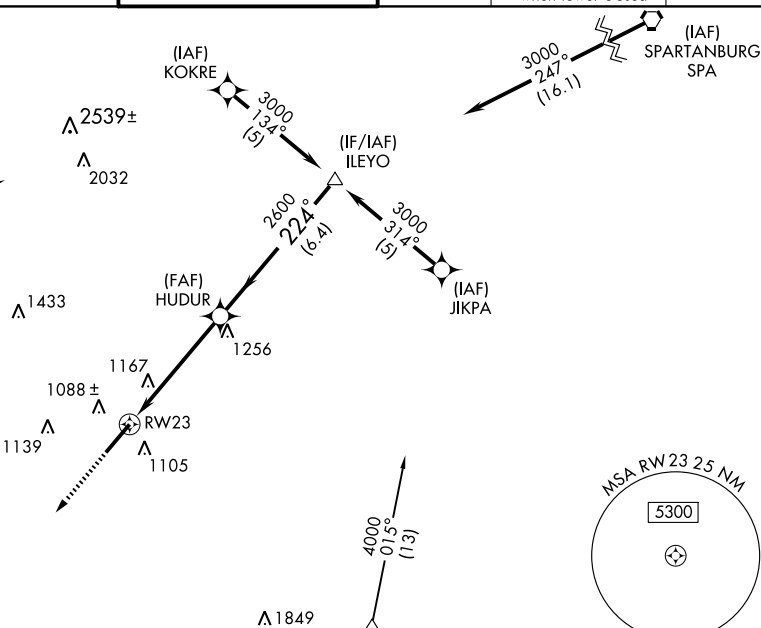
GND CON
121.4

CLNC DEL
121.4 *125.95
*when tower closed

UNICOM
122.7

Procedure NA for arrivals at PEDAL via V20-35 southwest bound.

4000
072°
(13.1)
PEDAL

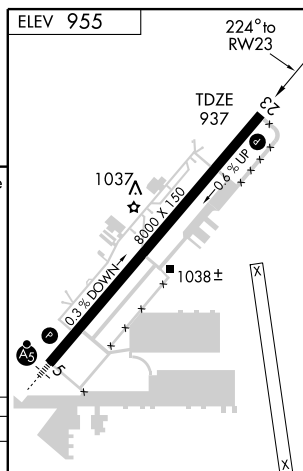
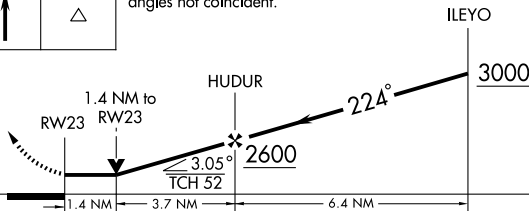


Procedure NA for arrivals at PETON via V85 southbound.

3000
NINYI
△

VGSI and descent angles not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
LNVA MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)

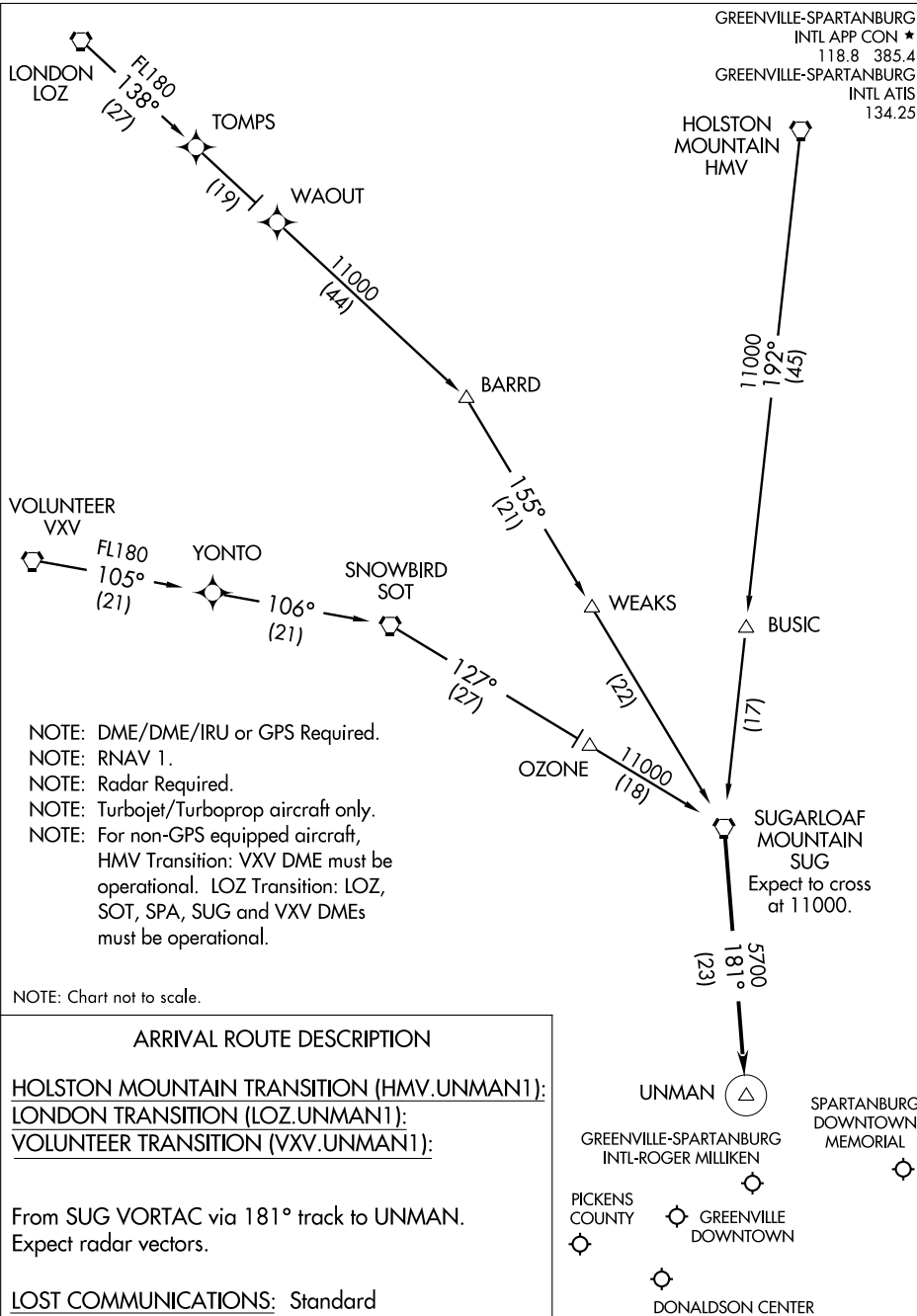
HIRL Rwy 5-23 0

(UNMAN.UNMAN1) 10210

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



UNMAN ONE ARRIVAL (RNAV)

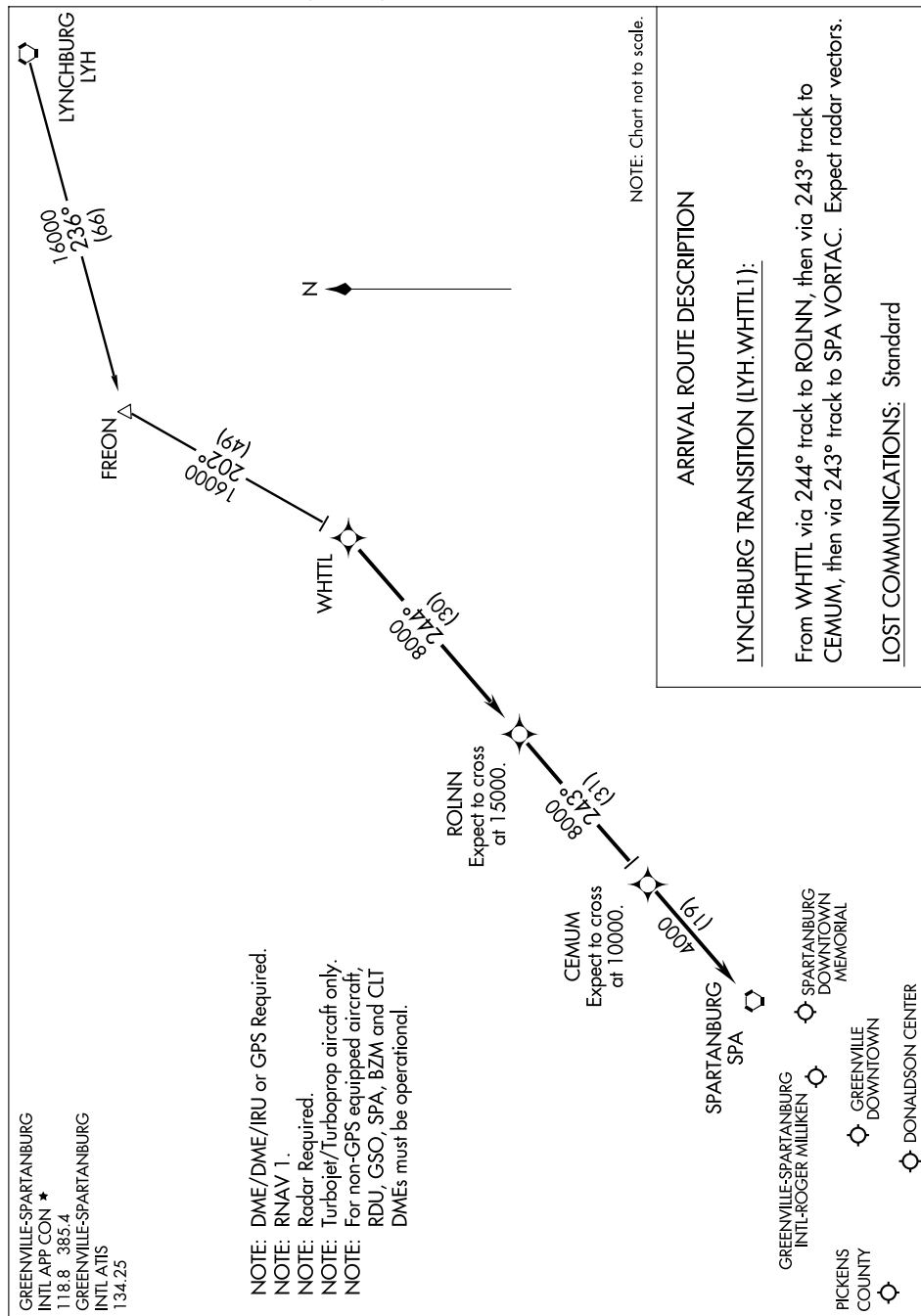
(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

WHHTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



WHHTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

GREENVILLE DOWNTOWN (GMU) 3 E UTC-5(-4DT) N34°50.88' W82°21.00'

ATLANTA

1048 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE GMU

H-9B, 12G, L-24J, 25C

RWY 01-19: H5393X100 (ASPH-GRVD) S-44, D-60, 2D-95 HIRL 1.1% up N

IAP, AD

RWY 01: REIL. MALSF. PAPI(P4L) TCH 35'.

RWY 19: REIL. PAPI(P4L) TCH 30'. Tree. Rgt tfc.

RWY 10-28: H3998X80 (ASPH) S-20 MIRL 0.5% up E

RWY 10: Thld dspcd 265'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 270'. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA-3998 TODA-3998 ASDA-3728 LDA-3463

RWY 28: TORA-3998 TODA-3998 ASDA-3733 LDA-3463

ARRESTING GEAR/SYSTEM

RWY 01: EMAS

AIRPORT REMARKS: Attended Mon-Fri 1000-0300Z†, Sat-Sun

1100-1300Z†. CAUTION—Aircraft operating in Airport Traffic Area south thru east be alert for jet and conventional tfc descending on Greenville-Spartanburg localizer course. Acft inbound from the SSW or on ILS Rwy 01 apch, be alert for tfc 4.5 miles S opr in the Donaldson Center arpt tfc pattern at 1800 ft or below.

TPA—1848(800) for light aircraft, 2048(1000) for heavy aircraft.

No acft permitted on Twy C or Twy D when acft greater than

12,500 lbs is operating on Rwy 10-28. Rwy 10-28 restricted to small acft less than 12,500 lbs when acft is operating on Twy C or Twy D. When twr clsd ACTIVATE HIRL Rwy 01-19, REIL Rwy 01, Rwy 19 and perimeter lights H1 and H2—CTAF.

WEATHER DATA SOURCES: ASOS 127.075 (864) 239-0014. LAWRS.**COMMUNICATIONS:** CTAF 119.9 UNICOM 122.95

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z†) ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

TOWER 119.9 (1200-0300Z†) GND CON 121.25

AIRSPACE: CLASS D svc 1200-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 244° 23.6 NM to fld. 910/02W.

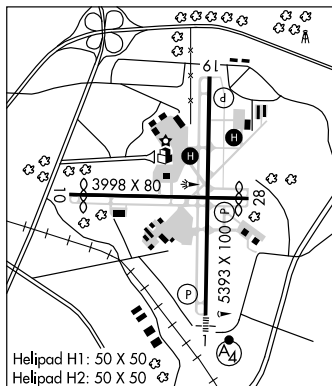
JUDKY NDB (LOM) 521 GM N34°46.81' W82°20.99' 005° 4.1 NM to fld.

ILS 109.7 I-GMU Rwy 01. Class IB. LOM JUDKY NDB. GS unusable blo 1216' MSL. (ILS unmonitored when twr closed).

ASR (1130-0500Z†)

HELIPAD H1: H50X50 (CONC)

HELIPAD H2: H50X50 (CONC)

HELIPORT REMARKS: No overnight parking on helipads. ACTIVATE perimeter lgts H1 and H2—CTAF.**GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN** (See GREER)**GREENWOOD CO** (GRD) 3 N UTC-5(-4DT) N34°14.92' W82°09.55'

ATLANTA

631 B S3 FUEL 100LL, JET A NOTAM FILE GRD

H-9B, 12G, L-24J

RWY 09-27: H5003X100 (ASPH) S-30, D-57.5 MIRL

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 27: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 52'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun

1600-2200Z†. Taxiway A parallel to Rwy 09-27 grade extreme with dropoffs each side of taxiway. MIRL Rwy 09-27 preset on med ints dusk-0400Z†; to increase ints and ACTIVATE REIL Rws 09 and 27—CTAF; After 0400Z† ACTIVATE MIRL Rwy 09-27 and REIL Rws 09 and 27 and ODALS Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (864) 388-9115.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.5T (ANDERSON RADIO)

RCO 122.625 (ANDERSON RADIO)

GREER APP/DEP CON 120.6 (1100-0445Z†)

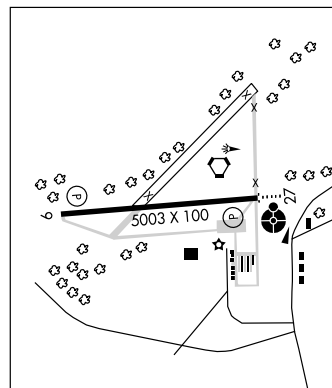
ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

(H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' at fld. 630/01W.

CORONACA NDB (MHW) 239 GIW N34°15.22' W82°05.17'

269° 3.6 NM to fld.



NDB	GIW	APP CRS	Rwy Idg TDZE	5003
239		269°	629	631
			Apt Elev	

NDB or GPS RWY 27

GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting. Inoperative table does not apply to S-27 Cat. C and Anderson altimeter setting minimums S-27 Cat. C.

ODALS

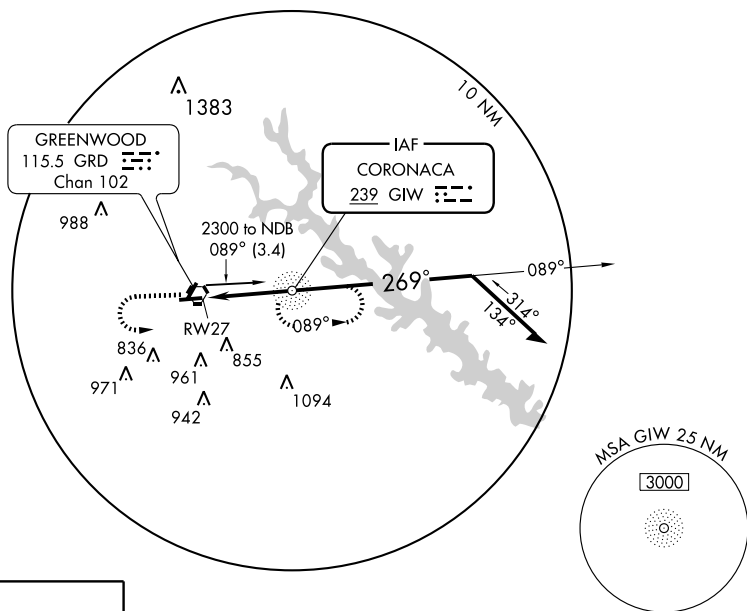


MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

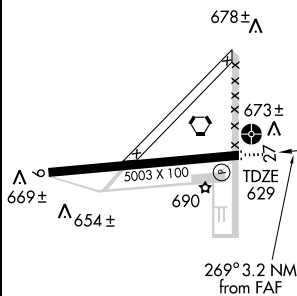
ASOS
121.125

GREER APP CON ★
120.6 350.2

UNICOM
122.8(CTAF) 0



ELEV 631



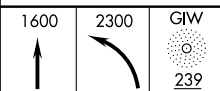
MIRL Rwy 9-27
REIL Rwy 9 and 27

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

GREENWOOD, SOUTH CAROLINA

Amdt 1A 08353



NDB

Remain
within 10 NM

RW27

269°
1500

2300

CATEGORY	A	B	C	D
S-27	1060- ³ / ₄	431 (500- ³ / ₄)	1060-1 ¹ / ₄ 431 (500-1 ¹ / ₄)	1060-1 ¹ / ₂ 431 (500-1 ¹ / ₂)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1 ¹ / ₂ 469 (500-1 ¹ / ₂)	1280-2 649 (700-2)
ANDERSON ALTIMETER SETTING MINIMUMS				
S-27	1160- ³ / ₄	531 (600- ³ / ₄)	1160-1 ¹ / ₂ 531 (600-1 ¹ / ₂)	1160-1 ³ / ₄ 531 (600-1 ³ / ₄)
CIRCLING	1180-1	549 (600-1)	1180-1 ¹ / ₂ 549 (600-1 ¹ / ₂)	1360-2 ¹ / ₄ 729 (800-2 ¹ / ₄)

GREENWOOD COUNTY (GRD)

34°15'N-82°10'W

NDB or GPS RWY 27

VORTAC GRD 115.5 Chan 102	APP CRS 080°	Rwy Idg 5003 TDZE 631 Apt Elev 631
---	------------------------	---

VOR or GPS RWY 9

GREENWOOD COUNTY (GRD)

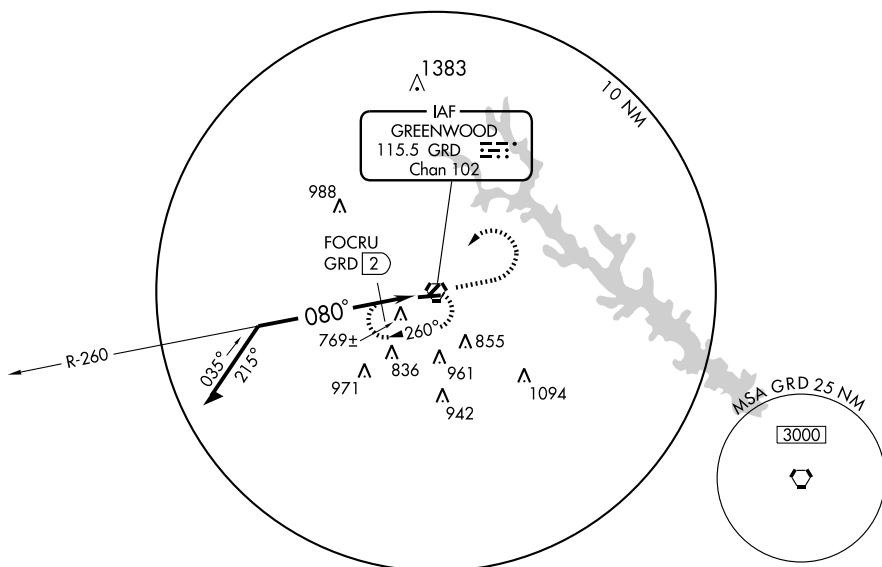
⚠ When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-9 and FOCRU FIX MINIMUMS Cats. C and D visibility ¼ mile, Circling Cat. D visibility ½ mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS
121.125

GREER APP CON ★
120.6 350.2

UNICOM
122.8 (CTAF) 0



ELEV 631

Remain
within 10 NM

VORTAC

1600

2300

GRD

115.5

2300

260°

080°

1100*

FOCRU
GRD 2

2 NM

*1200 when using Anderson
altimeter setting.

080° to
GRD VORTAC

5003 X 100

669±

678±

673±

690

654±

TDZE
631

CATEGORY	A	B	C	D
S-9	1100-1	469 (500-1)	1100-1¼ 469 (500-1¼)	1100-1½ 469 (500-1½)
CIRCLING	1100-1	469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)
FOCRU FIX MINIMUMS				
S-9	1020-1 389 (400-1)			1020-1¼ 389 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

MIRL Rwy 9-27 0
REIL Rwys 9 and 27 0

VORTAC GRD 115.5 Chan 102	APP CRS 280°	Rwy Idg 5003 TDZE 629 Apt Elev 631
---	------------------------	---

VOR RWY 27

GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-27 Cats. C and D visibility $\frac{1}{4}$ mile, Circling Cat. C visibility $\frac{1}{4}$ mile and Cat. D visibility $\frac{1}{2}$ mile, CEPUK FIX MINIMUMS: Increase S-27 Cat. C visibility $\frac{1}{2}$ mile, Cat. D visibility $\frac{1}{4}$ mile, Circling Cat. D visibility $\frac{1}{2}$ mile. Inoperative table does not apply to S-27 Cat. C. When using Anderson altimeter setting, inoperative table does not apply to S-27 Cat. C or CEPUK FIX MINIMUMS: S-27 Cat. C.

ODALS

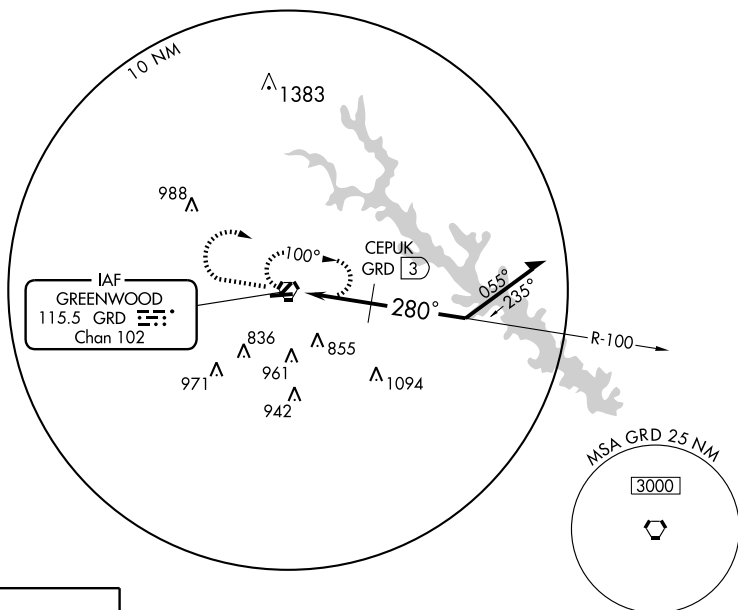


MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct GRD VORTAC and hold.

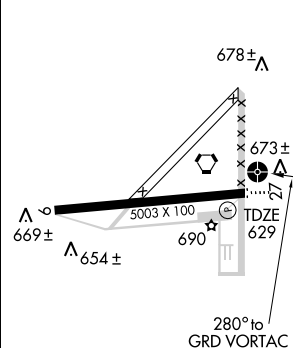
ASOS
121.125

GREER APP CON ★
120.6 350.2

UNICOM
122.8(CTAF) 0



ELEV 631

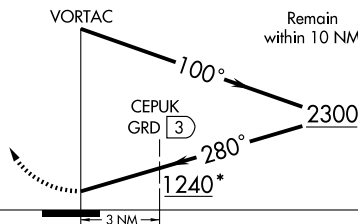


1800	2300	GRD
↑	↘	115.5

VORTAC

Remain within 10 NM

* 1340 when using Anderson altimeter setting.



CATEGORY	A	B	C	D
S-27	1240- $\frac{3}{4}$	611 (700- $\frac{3}{4}$)	1240-1 $\frac{3}{4}$ 611 (700-1 $\frac{3}{4}$)	1240-2 611 (700-2)
CIRCLING	1240-1	609 (700-1)	1240-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	1280-2 649 (700-2)
CEPUK FIX MINIMUMS				
S-27	1020- $\frac{3}{4}$ 391 (400- $\frac{3}{4}$)			1020-1 $\frac{1}{4}$ 391 (400-1 $\frac{1}{4}$)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$)	1280-2 649 (700-2)

MIRL Rwy 9-27 0
REIL Rwy 9 and 27 0

GREENWOOD, SOUTH CAROLINA
Amdt 12B 08353

34°15'N-82°10'W

GREENWOOD COUNTY (GRD)
VOR RWY 27

10210

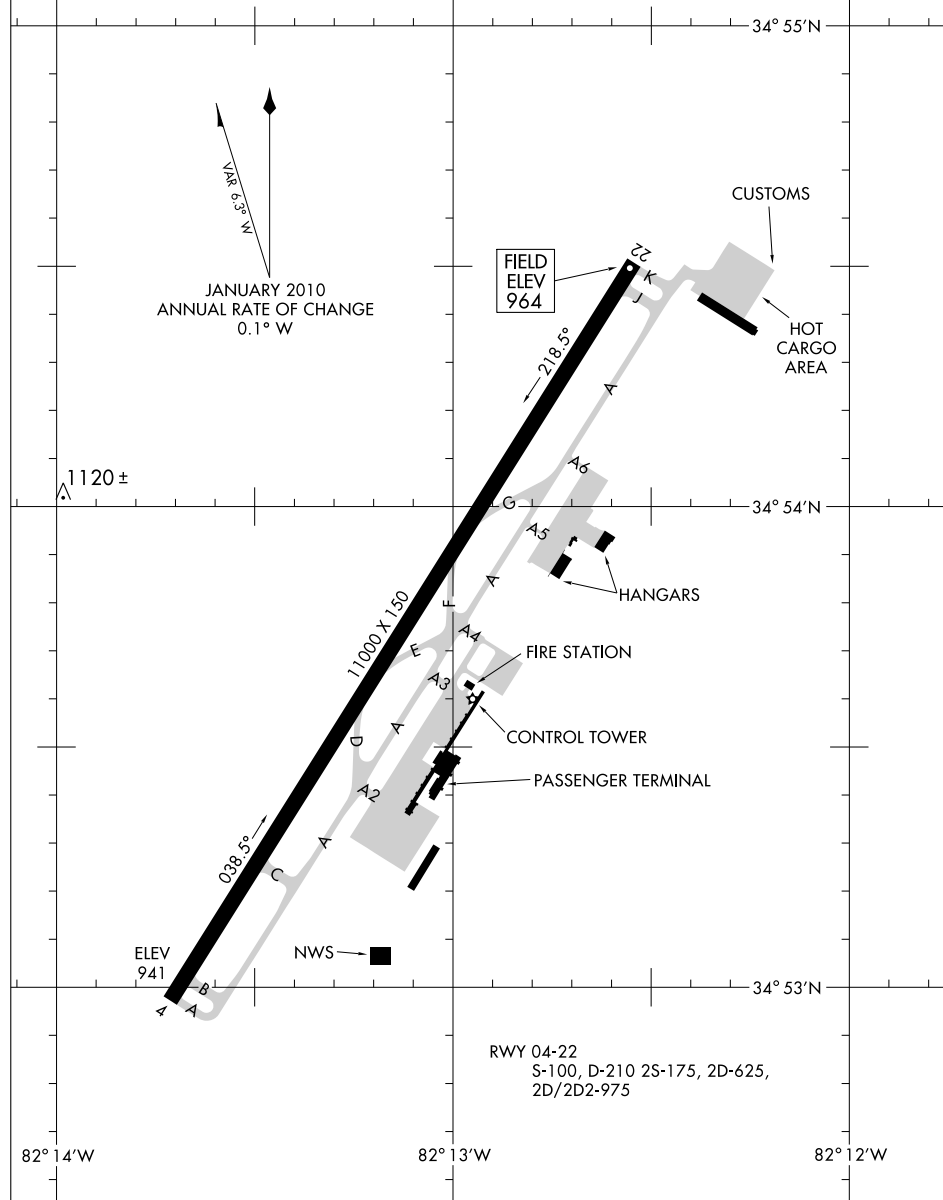
AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AL-5124 (FAA)

GREER, SOUTH CAROLINA

ATIS 134.25
GREER TOWER ★
120.1 257.8
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

GREER, SOUTH CAROLINA

10210

GREER

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP) 3 S UTC-5(-4DT)

ATLANTA

N34°53.74' W82°13.13'

H-9B, 12G, L-24J, 25C

964 B S4 FUEL 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C

IAP, AD

NOTAM FILE GSP

RWY 04-22: H11000X150 (ASPH-CONC-GRVD) S-100, D-210, 2S-175, 2D-625, 2D/2D2-975 HIRL CL

RWY 04: ALSF2. TDZL. Rgt tfc. RWY 22: MALSR. VASI(V4R)—GA 3.0° TCH 51'.

AIRPORT REMARKS: Attended continuously. Fuel icing inhibitor avbl. Rwy 04 and Rwy 22 touchdown, midpoint and rollout RVR avbl. Rwy 04 ALSF2 Step 3 only avbl 0445-1100Z†. When twr is clsd ACTIVATE HIRL Rwy 04-22 and MALSR Rwy 22—CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (864) 879-0614. LLWAS**COMMUNICATIONS:** CTAF 120.1 ATIS 134.25 UNICOM 122.95

GREER RCO 122.65 122.2 (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 118.8 (West) 119.4 (East) 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

GREER TOWER 120.1 (1100-0445Z†) GND CON 121.9

AIRSPACE: CLASS C svc 1100-0445Z† ctc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

SPARTANBURG (H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62' 242° 16.6 NM to fld. 910/02W.

GREER NDB (LOM) 287 GS N34°48.93' W82°16.81' 038° 5.7 NM to fld. (Unmonitored when twr clsd).

ILS 109.3 I-GSP Rwy 04. Class IIIE. LOM GREER NDB.

ILS 110.7 I-LMJ Rwy 22. Class IB. (LOC course width 4.25°). ILS unusable 0445-1100Z†.

ASR (1100-0445Z†)

GREER N34°48.93' W82°16.81' NOTAM FILE GSP.

ATLANTA

NDB (LOM) 287 GS 038° 5.7 NM to Greenville-Spartanburg Intl.-Roger Milliken.

L-24J, 25C

(Unmonitored when twr clsd).

RCO 122.65 122.2 (ANDERSON RADIO) at Greenville-Spartanburg Intl.-Roger Milliken.

HAMPTON-VARNVILLE (3J0) 1 E UTC-5(-4DT) N32°52.06' W81°04.99'

CHARLOTTE

113 NOTAM FILE AND

L-24I

RWY 11-29: H3580X60 (ASPH) S-8

RWY 11: Tree.

RWY 29: Tree.

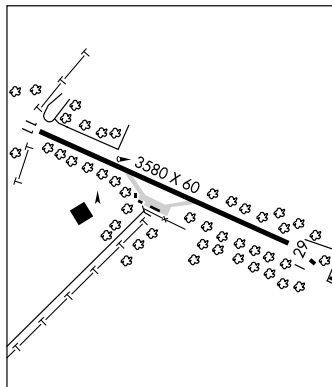
AIRPORT REMARKS: Unattended. Marked water tank approximately 680' from Rwy 29.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 014° 43.6 NM to fld. 9/6W.

HIWAS.



LOC I-GSP **109.3** APP CRS **038°** Rwy Idg **11000**
 TDZE **947**
 Apt Elev **964**

GREER/
 GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

ILS or LOC RWY 4

⚠ When local altimeter setting not received, use Greenville
 Downtown altimeter setting and increase all DA to 1176,
 increase all MDA 40 feet. Cat. II/III NA.

ALSF-2



MISSED APPROACH: Climb
 to 3000 then right turn direct
 SPA VORTAC and hold.

ATIS
134.25

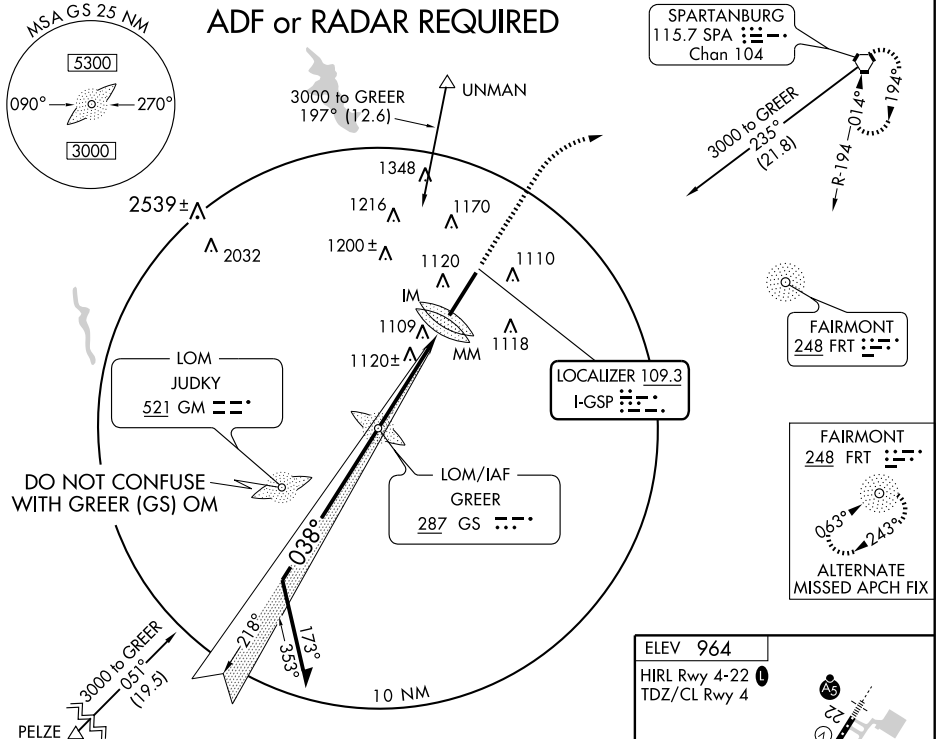
GREER APP CON ★
118.8 385.4

GREER TOWER ★
120.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

ADF or RADAR REQUIRED



Remain
 within 10 NM

GREER LOM

3000

SPA

115.7

3000

218°

2537

GS 3.00°

TCH 55

038°

2600

MM

IM

4.3 NM

0.3

0.2

CATEGORY

A

B

C

D

S-ILS 4

1147/18 200 (200-½)

S-LOC 4

1380/24 433 (500-½)

1380/40 433 (500-¾)

1380/50 433 (500-1)

CIRCLING

1420-1 456 (500-1)

1420-1½ 456 (500-1½)

1520-2 556 (600-2)

ELEV 964

HIRL Rwy 4-22

TDZ/CL Rwy 4

TDZE 947

1100 X 150

TWR 1061

△1082

038° 4.8 NM from FAF

FAF to MAP 4.8 NM

Knots

60

90

120

150

180

Min:Sec

4:48

3:12

2:24

1:55

1:36

LOC I-LMJ <u>110.7</u>	APP CRS 218°	Rwy Idg 11000 TDZE 964 Apt Elev 964
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GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

ILS or LOC RWY 22

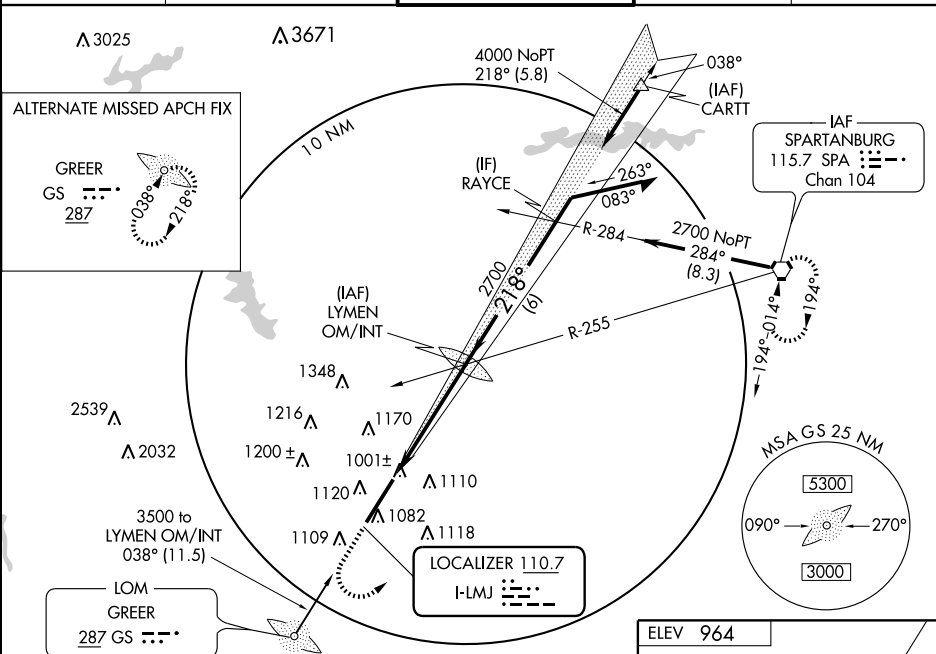
V When local altimeter setting not received, use Greenville Downtown
A altimeter setting and increase all DA 29 feet and all MDA 40 feet. For
 ASR inoperative MALSR, increase S-LOC 22 visibility Cat D to RVR 5000.
 For inoperative MALSR when using Greenville Downtown altimeter
 setting, increase S-LOC 22 visibility Cat D to RVR 5000.

MALSR





MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct SPA VORTAC and hold.

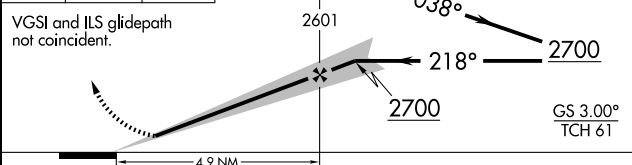
ATIS 134.25	GREER APP CON ★ 118.8 385.4	GREER TOWER ★ 120.1(CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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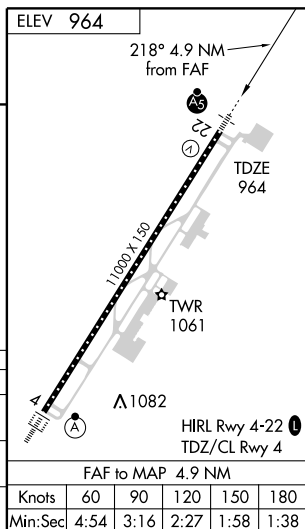
Procedure NA for arrival on SPA VORTAC airway radials 231 CW 269.

2000 ↑	2700 ↙	SPA 	LYMEN OM/INT 	Remain within 10 NM
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 22	1164/18 200 (200-½)			
S-LOC 22	1260/24 296 (300-½)			1260/40 296 (300-¾)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)



GREER, SOUTH CAROLINA

Amdt 4 08APR10

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

34°54'N - 82°13'W

ILS or LOC RWY 22

SE-2. 21 OCT 2010 to 18 NOV 2010

WAAS
CH 78103
W04A

APP CRS
038°

Rwy Idg	11000
TDZE	947
Apt Elev	964

RNAV (GPS) RWY 4

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)



If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



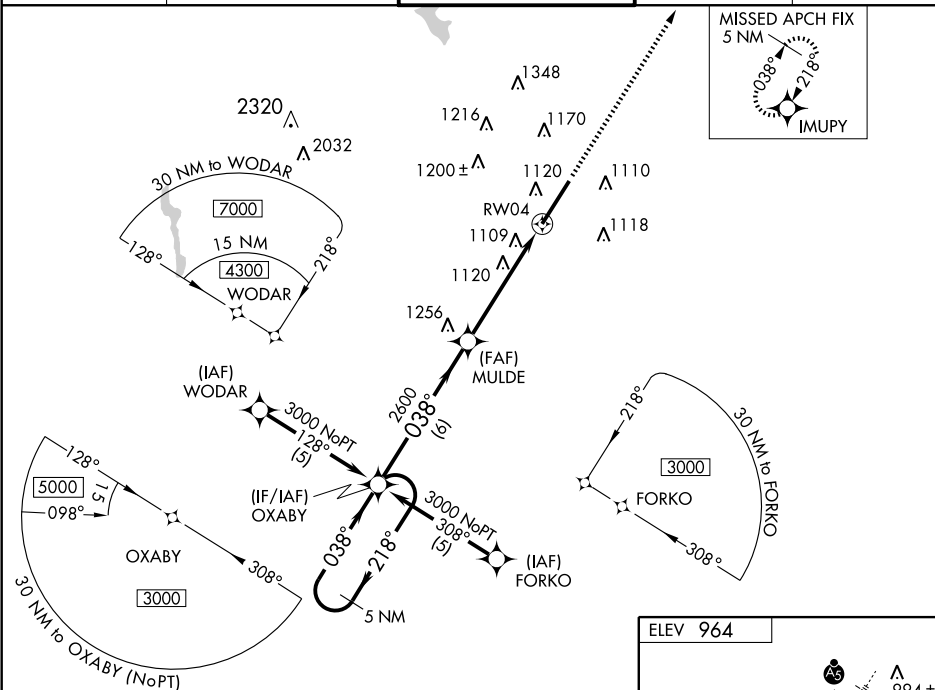
MISSED APPROACH:
Climb to 3000 direct
IMUPY and hold.

134.25

GREER APP CON★
118.8 385.4

GREER TOWER ★
120.1(CTAF) **L** 257.8

GND CON
121.9

UNICOM
122.95

5 NM
Holding Pattern

OXABY

$$\frac{3000}{038^\circ} \frac{218^\circ}{\rightarrow}$$

MU

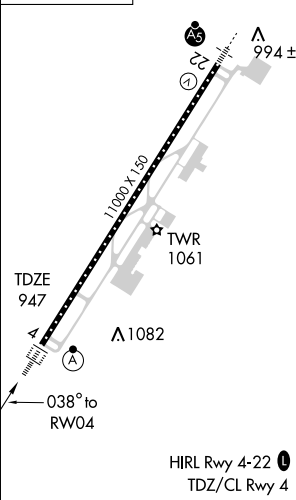
*1.3 NM to RW04

GS 3.00
TCH 55

6 NM	3.6 NM	1.3 NM	

CATEGORY	A	B	C	D
LPV DA	1147/24 200 (200-½)			
LNAV/VNAV DA	1422/60 475 (500-1¼)			
LNAV MDA	1420/24 473 (500-½)		1420/40 473 (500-¾)	1420/50 473 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

ELEV 964



GREER, SOUTH CAROLINA
Amdt 1 08101

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
34° 54'N - 82° 13'W **PNAY (GPS) PWAY 1**

RNAV (GPS) RWY 4

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 99602 W22A	APP CRS 218°	Rwy Idg 11000 TDZE 964 Apt Elev 964
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RNAV (GPS) RWY 22

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

T If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

MALSR



MISSED APPROACH:
Climb to 3000 direct
OXABY and hold.

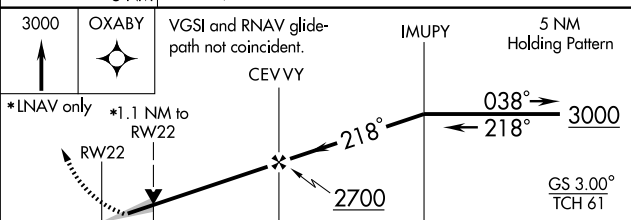
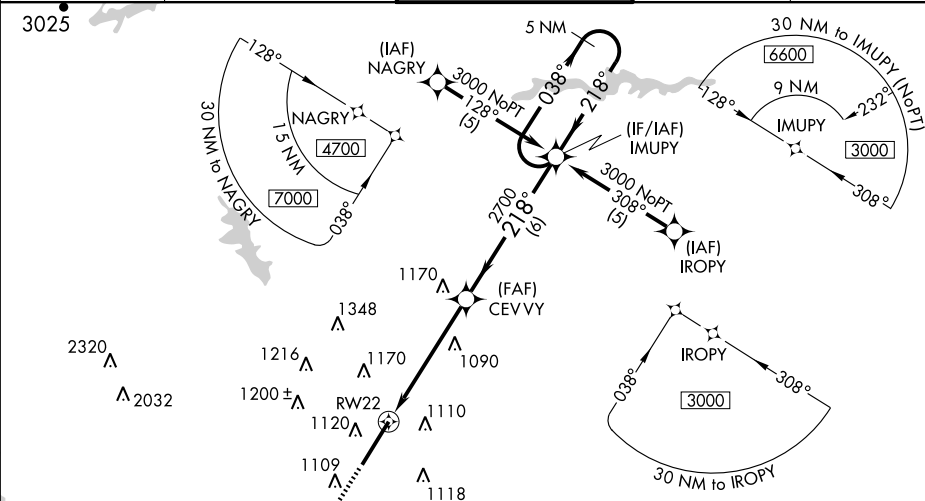
ATIS
134.25

GREER APP CON ★
118.8 385.4

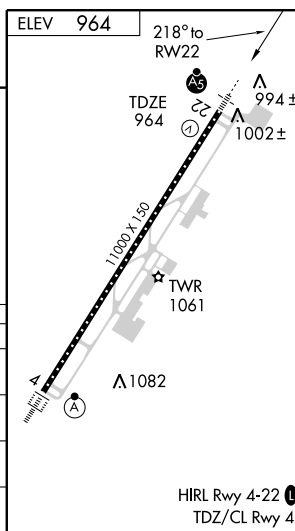
GREER TOWER ★
120.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95



CATEGORY	A	B	C	D
LPV DA	1164/24		200 (200-½)	
LNAV/VNAV DA	1367/40		403 (500-¾)	
LNAV MDA	1360/24		396 (400-½)	1360/50 396 (400-1)
CIRCLING	1420-1	456 (500-1)	1420-1½ 456 (500-1½)	1520-2 556 (600-2)

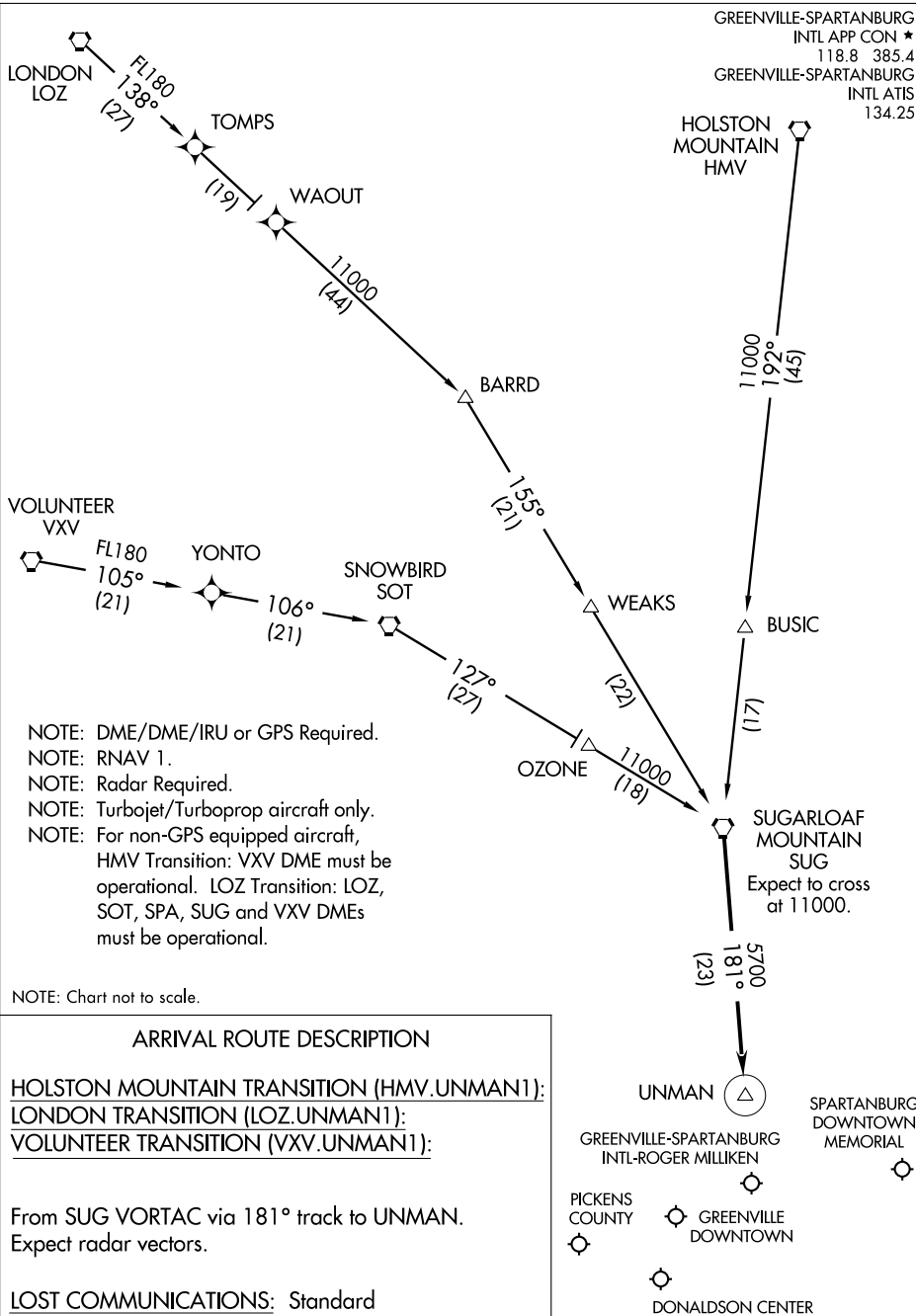


(UNMAN.UNMAN1) 10210

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

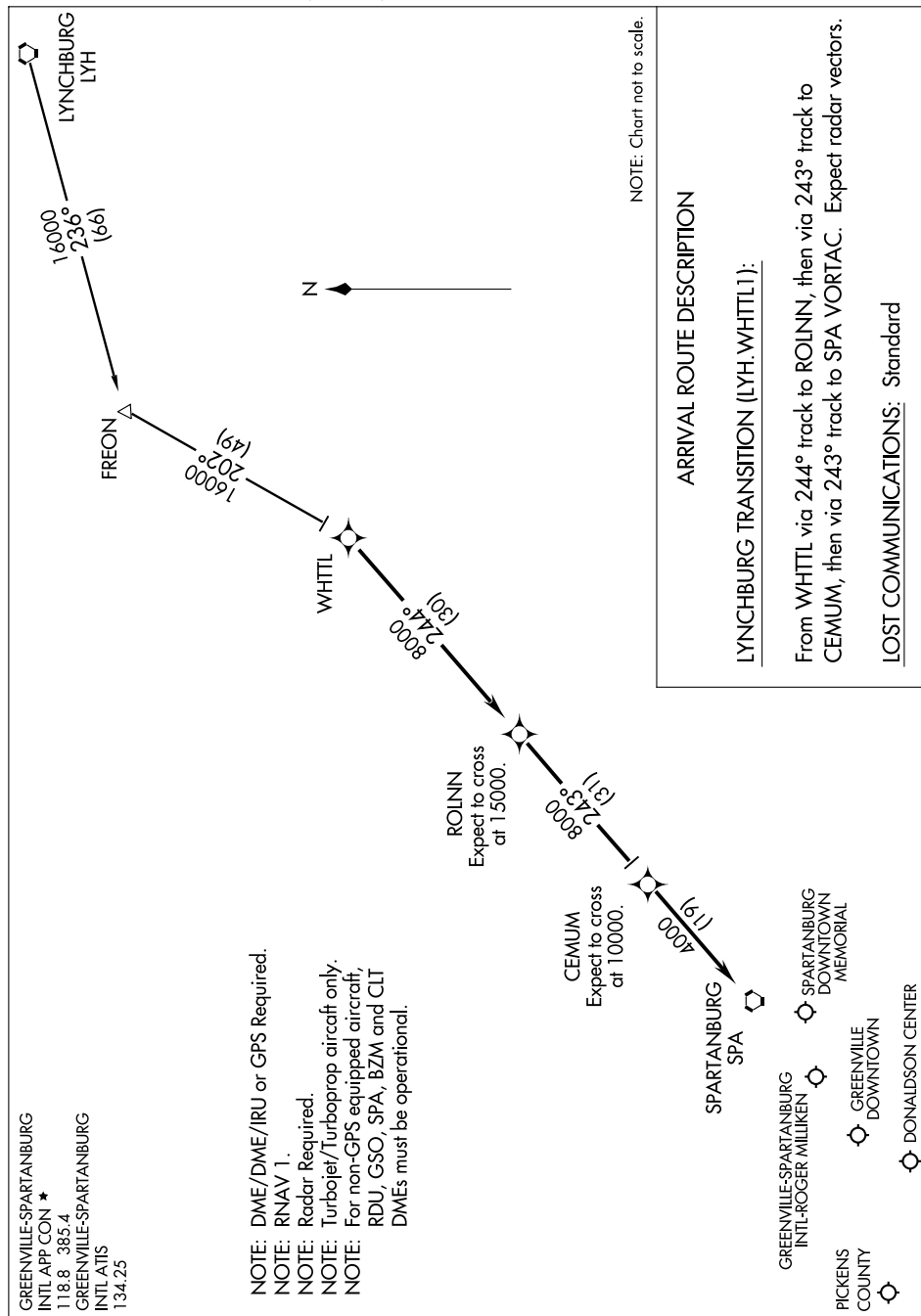
(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

WHHTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



WHHTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

HARTSVILLE RGNL (HVS) 3 NW UTC-5(-4DT) N34°24.19' W80°07.15'

CHARLOTTE

364 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25E, 36E

RWY 03-21: H5000X75 (ASPH) S-30 MIRL 0.4% up NE

IAP

RWY 03: PAPI (P2L)—GA 3.0°TCH 28'. Tree. Rgt tfc.

RWY 21: PAPI(P2L)—GA 3.0° TCH 23'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z+, Sat-Sun

1400-2200Z+. +300' antenna 2.5 miles SW of arpt. MIRL Rwy

03-21 preset on low ints dusk-0200Z+; to increase ints

ACTIVATE—CTAF. After 0200Z+ ACTIVATE MIRL—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (843) 339-9625.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ SHAW APP/DEP CON 125.4 (1200-0430Z+)

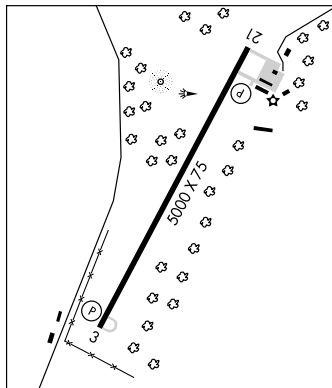
JAX CENTER APP/DEP CON 124.7 (0430-1200Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 155° 16.7 NM to fld. 560/03W.

NDB (MHW) 341 HVS N34°24.40' W80°07.20' at fld.

**HEMINGWAY-STUCKEY** (38J) 3 SW UTC-5(-4DT) N33°43.72' W79°30.96'

CHARLOTTE

54 NOTAM FILE AND

L-24J, 36E

RWY 11-29: H3386X50 (ASPH) S-8

RWY 11: Tree.

RWY 29: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED except with PPR. Call 843-933-0016 for PPR. Rwy 29 75' trees 200' from thld across entire apch. Rwy 11 15' dirt road 40' from thld. Rwy 11-29 cracked with grass growth. Rwy 11-29 pavement is cracking badly and has grass growing through cracks.

COMMUNICATIONS: CTAF 122.9

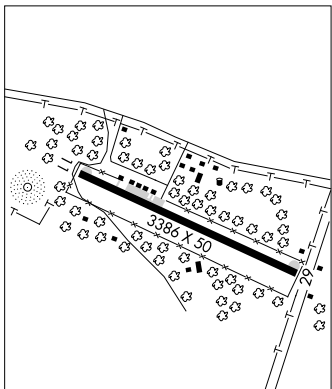
RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98'

W79°39.43' 170° 31 NM to fld. 110/03W. HIWAS.

STUCKEY NDB (MHW) 236 HEK N33°43.71' W79°31.50'

at fld. NOTAM FILE AND. Out of svc indefinitely.



NDB HVS 341	APP CRS 023°	Rwy Idg TDZE Apt Elev	5000 349 364
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NDB RWY 3

HARTSVILLE RGNL (HVS)

▼
▲ NA

When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-3 Cat B and Circling Cat C visibility ½ mile, and increase S-3 Cat C ½ mile.

MISSED APPROACH: Climb to 2000 then left turn direct HVS NDB and hold.

AWOS-3
118.225

SHAW APP CON ★
125.4 285.4

UNICOM
122.8 (CTAF) 0

CHESTERFIELD
108.2 CTF
Chan 19

2100
195°
(16.3)

△ 898

IAF
HARTSVILLE
341 HVS

△ 681

△ 690

577 △

△ 531

572 △

△ 825

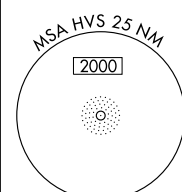
203°
023°
158°
338°

2000 to NDB
024° (20.5)

CHART INT
FLO [30.4]

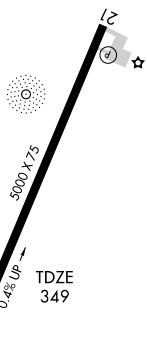
2000
297°
(25.2)

FLORENCE
115.2 FLO
Chan 99



ELEV 364

MIRL Rwy 3-21 0



023° to
HVS NDB

Remain
within 10 NM

NDB

2000

203°

023°

2000
↑

↶

HVS
341

CATEGORY	A	B	C	D
S-3	1000-1 651 (700-1)		1000-1¾ 651 (700-1¾)	NA
CIRCLING	1000-1 636 (700-1)		1000-1¾ 636 (700-1¾)	NA

NDB HVS 341	APP CRS 218°	Rwy ldg TDZE Apt Elev	5000 364
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NDB RWY 21 HARTSVILLE RGNL (HVS)



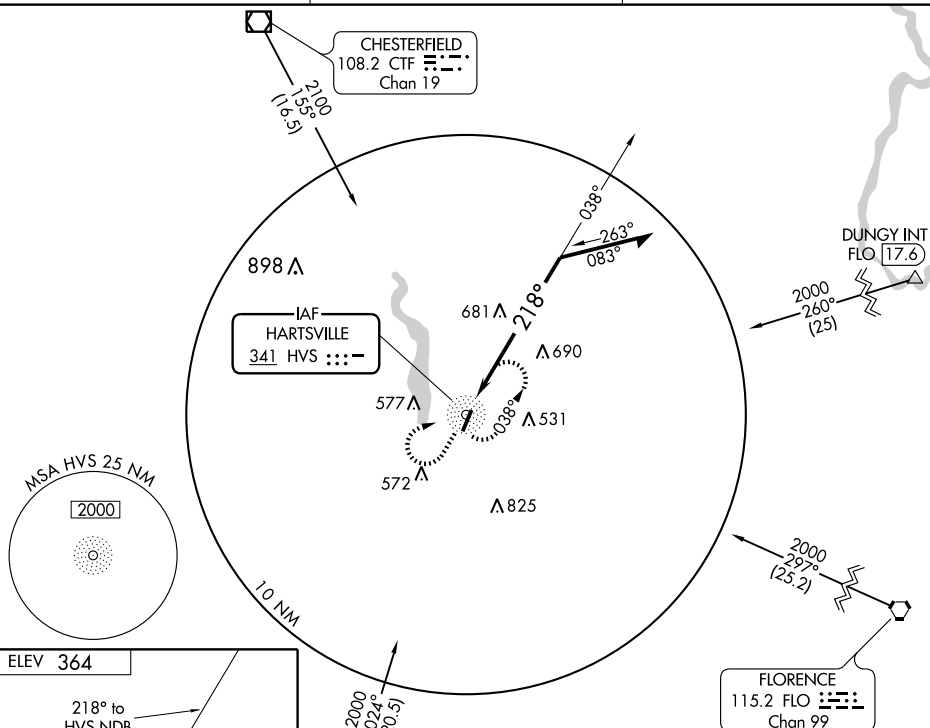
Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3
118.225

SHAW APP CON ★
125.4 285.4

UNICOM
122.8 (CTAF) 0



ELEV 364

218° to
HVS NDB



TDZE
364



5000 X 75

3

2000
024°
(20.5)

CHART
FLO 30.4

2000	HVS 341
------	------------

NDB

Remain
within 10 NM

038°
218°
2000

CATEGORY	A	B	C	D
S-21	1040-1 676 (700-1)		1040-2 676 (700-2)	NA
CIRCLING	1040-1 676 (700-1)		1040-2 676 (700-2)	NA

MIRL Rwy 3-21 0

HARTSVILLE, SOUTH CAROLINA

Amdt 1 09295

34° 24'N-80° 07'W

HARTSVILLE RGNL (HVS)

NDB RWY 21

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
029°	TDZE	349
	Apt Elev	364

RNAV (GPS) RWY 3

HARTSVILLE RGNL (HVS)

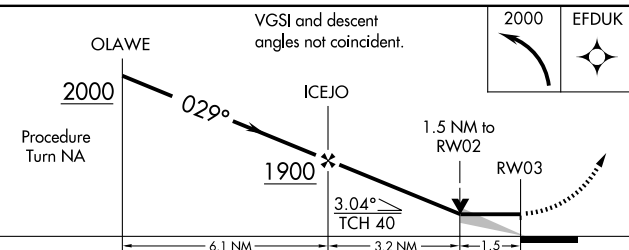
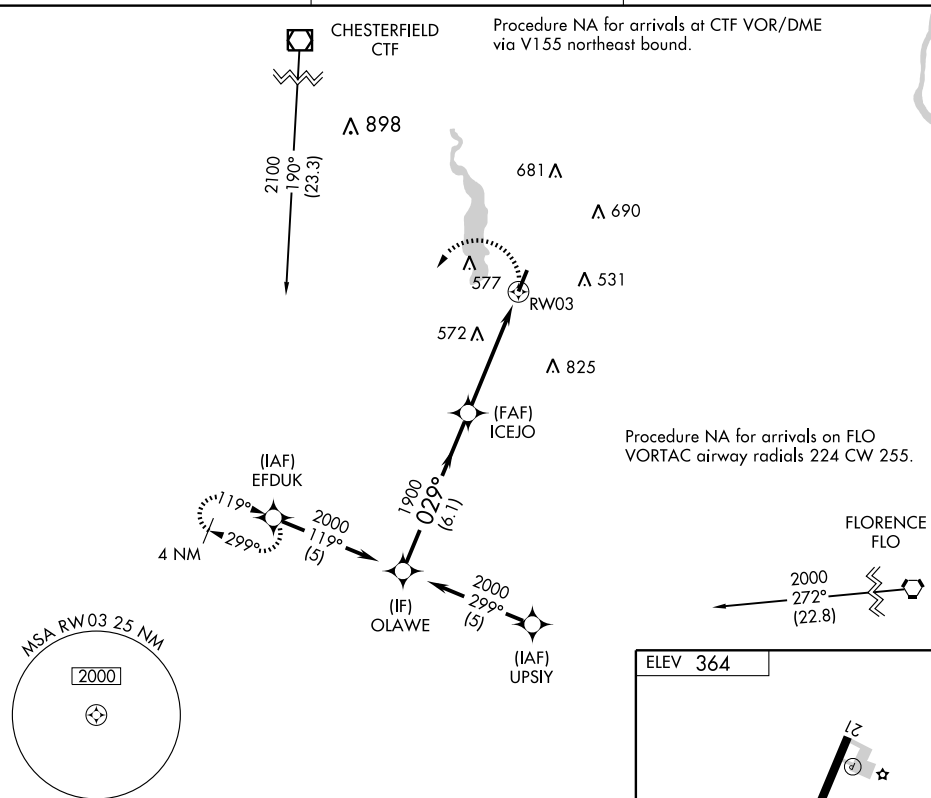
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

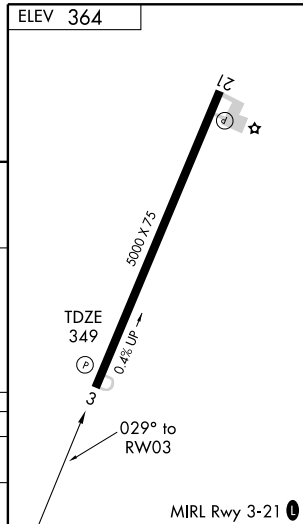
AWOS-3
118.225

SHAW APP CON ★
125.4 285.4

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	840-1	491 (500-1)	840-1 ¼ 491 (500-1 ¼)	NA
CIRCLING	840-1	476 (500-1)	840-1 ½ 476 (500-1 ½)	NA



APP CRS **209°**
 Rwy Idg **5000**
 TDZE **364**
 Apt Elev **364**

RNAV (GPS) RWY 21

HARTSVILLE RGNL (HVS)

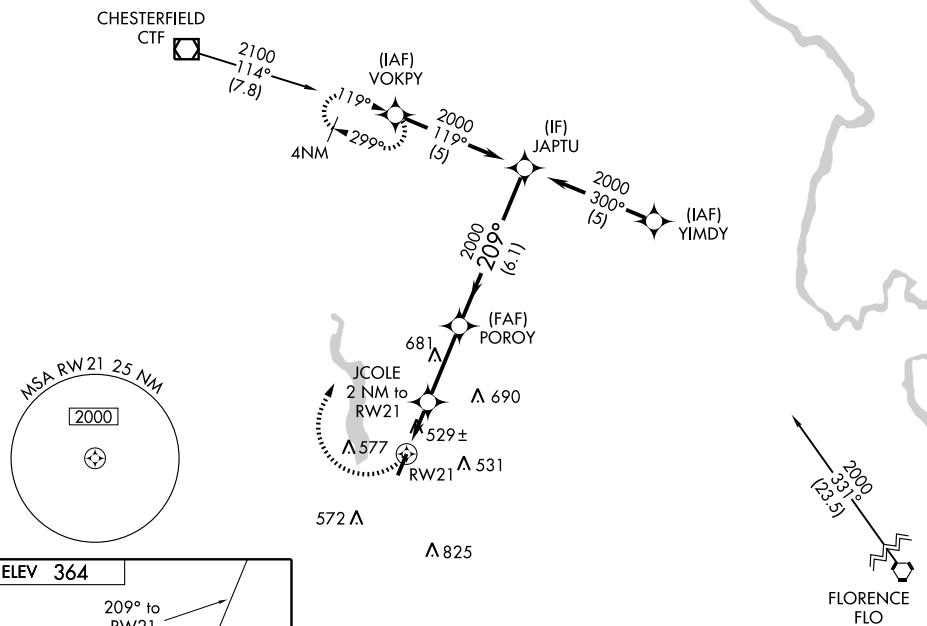
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
 Climbing right turn to 2100
 direct VOKPY and hold.

AWOS-3
118.225

SHAW APP CON★
125.4 285.4

UNICOM
122.8 (CTAF) 0

ELEV **364**

209° to
 RWY 21

TDZE
 364

Procedure NA for arrivals at FLO
 VORTAC via V3 southbound.

FLORENCE FLO

938 **Δ**

	VGS and descent angles not coincident.				Procedure Turn NA
	2100	VOKPY	JCOLE 2 NM to RWY 21	POROY	JAPTU
RWY 21		2 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	780-1	416 (500-1)	780-1¼ 416 (500-1¼)	NA	
CIRCLING	840-1	476 (500-1)	840-1½ 476 (500-1½)	NA	

MIRL Rwy 3-21 **0**

HILTON HEAD ISLAND**HILTON HEAD** (HXD) 3 E UTC-5(-4DT) N32°13.46' W80°41.85'

CHARLOTTE

19 B **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE AND

L-24H

RWY 03-21: H4300X100 (ASPH-GRVD) S-55, D-75, 2S-94 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.3° TCH 40'. Thld dsplcd 299'. Tree.

RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Thld dsplcd 300'. Tree.

AIRPORT REMARKS: Attended 1100-0300Z±. Deer on and in/ovf arpt.

Birds on and in/ovf arpt. Parasail ops within 3 NM radius of SAV 009°/15NM, surface to 1500' during dalgt hrs.CLOSED to unscheduled air carrier ops with more than 30 passenger seats

except 24 hr PPR call arpt manager 843-255-2950. Noise

abatement procedures in effect—ctc arpt manager

843-681-6744. Transient parking ramp not visible from twr.

Non-std separation between rwy and general aviation Twy A.

ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21—CTAF.

NOTE: See Special Notices—VFR Arrivals, VFR Departures.

WEATHER DATA SOURCES: AWOS-3 121.4 (843) 342-5072. LAWRS.**COMMUNICATIONS:** CTAF 118.975 ATIS 121.4

RCO 122.55 (ANDERSON RADIO)

Ⓡ SAVANNAH APP/DEP CON 125.3 (1100-0500Z±) CLNC DEL 121.1

JACKSONVILLE CENTER APP/DEP CON 120.85 (0500-1100Z±)

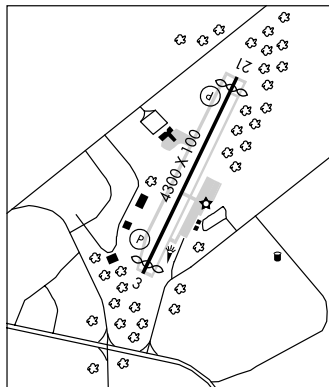
TOWER 118.975 (1100-0100Z±) GND CON 121.1

AIRSPACE: CLASS D svc 1100-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 085° 26 NM to fld. 9/6W.

HIWAS.

ILS/DME 111.3 I-HXD Chan 50 Rwy 21. Localizer only.

**HOLLY HILL** (5J5) 2 SE UTC-5(-4DT) N33°18.06' W80°23.64'

CHARLOTTE

96 NOTAM FILE AND

RWY 04-22: 2900X150 (TURF)

RWY 04: Tree. RWY 22: Tree.

AIRPORT REMARKS: Unattended.**COMMUNICATIONS:** CTAF 122.9**HORRY** N33°49.40' W79°07.69' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 370 HYW at Conway-Horry Co. NDB unmonitored.

L-24I, 35A

HUGGINS MEML (See TIMMONSVILLE)**JIM HAMILTON L.B. OWENS** (See COLUMBIA)**JUDKY** N34°46.81' W82°20.99' NOTAM FILE GMU.

ATLANTA

NDB (LOM) 521 GM 005° 4.1 NM to Greenville Downtown.

KINGSTREE N33°43.07' W79°51.30' NOTAM FILE AND.

CHARLOTTE

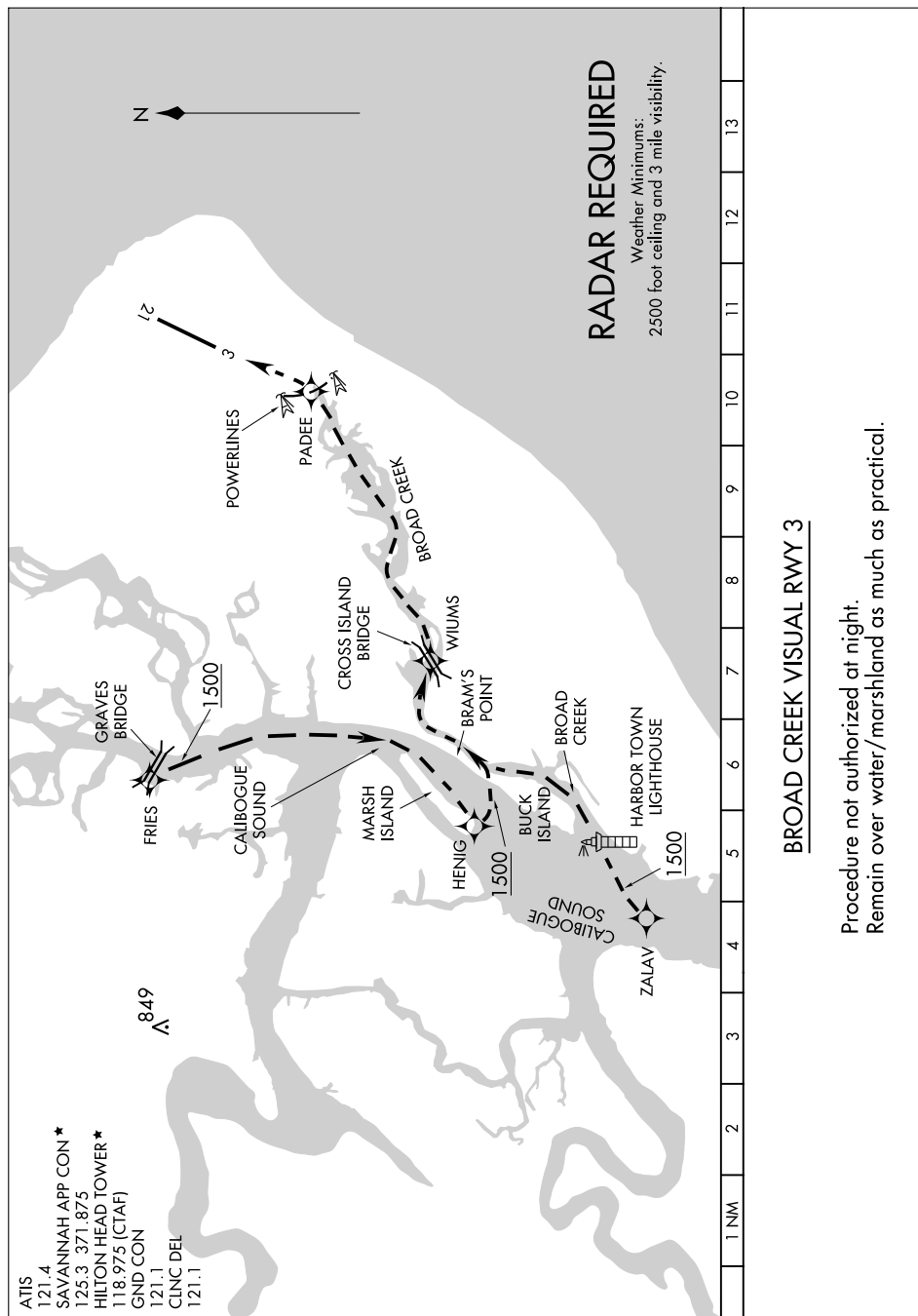
NDB (MHW) 404 CKI at Williamsburg Rgnl. NDB Unmonitored.

L-24I

BROAD CREEK VISUAL RWY 3

HILTON HEAD ISLAND, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



BROAD CREEK VISUAL RWY 3

HILTON HEAD ISLAND, SOUTH CAROLINA

HILTON HEAD (HXD)

LOC/DME I-HXD 111.3 Chan 50	APP CRS 213°	Rwy Idg 4000 TDZE 18 Apt Elev 19
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LOC/DME RWY 21

HILTON HEAD (HXD)

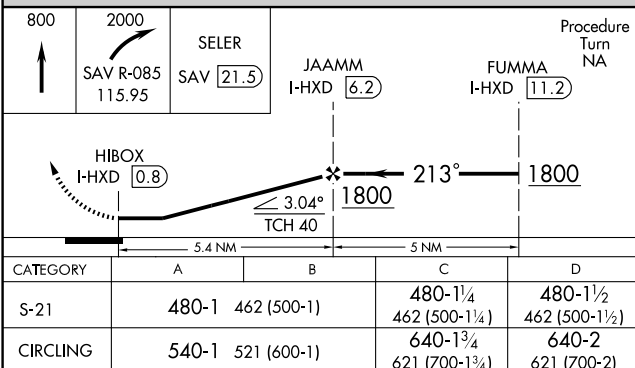
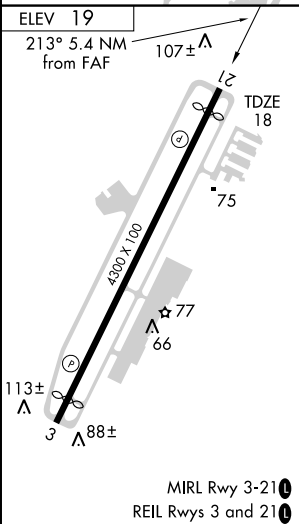
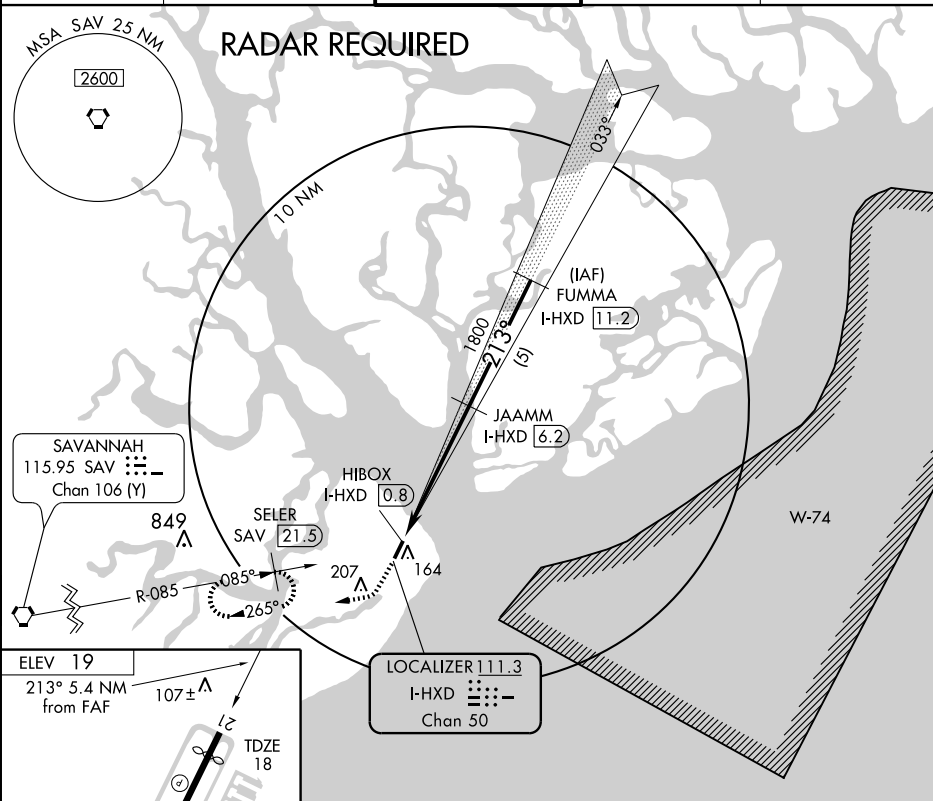


NA

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via SAV R-085 to SELER/21.5 DME and hold.

ATIS 121.4	SAVANNAH APP CON ★ 125.3 371.875	HILTON HEAD TOWER ★ 118.975 (CTAF) 0	GND CON 121.1	CLNC DEL 121.1
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APP CRS	Rwy Idg	4001
033°	TDZE	19
	Apt Elev	19

RNAV (GPS) RWY 3

HILTON HEAD (HXD)

▼ Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800
direct FUMMA WP and hold.

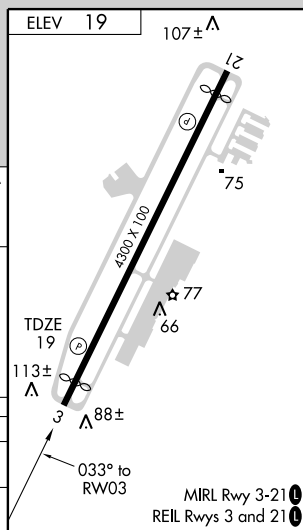
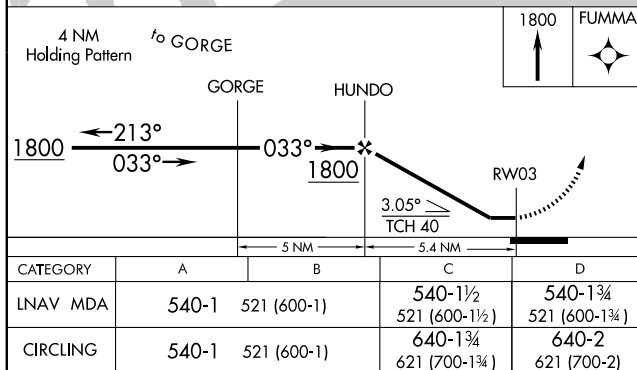
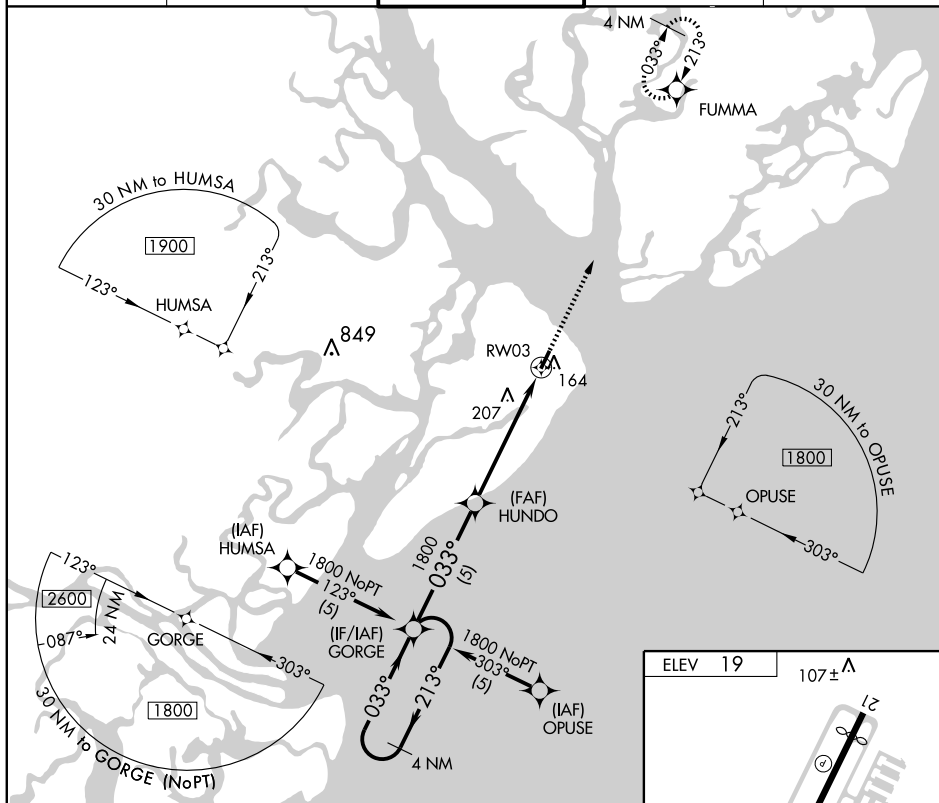
ATIS
121.4

SAVANNAH APP CON ★
125.3 371.875

HILTON HEAD TOWER ★
118.975 (CTAF) 0

GND CON
121.1

CLNC DEL
121.1



APP CRS 213	Rwy Idg 4000 TDZE 18 Apt Elev 19
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RNAV (GPS) RWY 21

HILTON HEAD (HXD)



Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800
direct GORGE WP and hold.

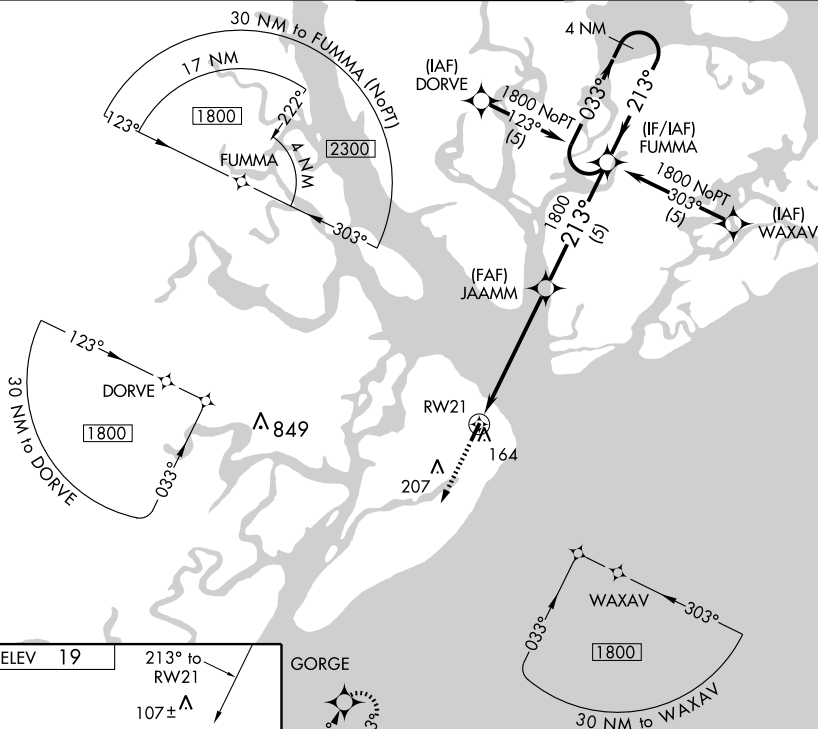
ATIS
121.4

SAVANNAH APP CON ★
125.3 371.875

HILTON HEAD TOWER ★
118.975 (CTAF) 0

GND CON
121.1

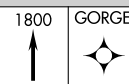
CLNC DEL
121.1



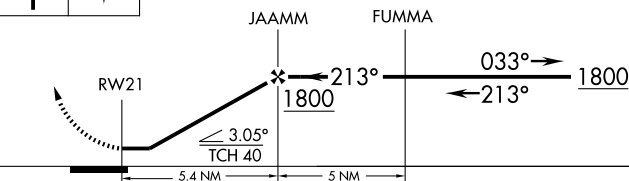
ELEV 19

213° to RW21
107±
TDZE 18
75

GORGE



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

VORTAC SAV 115.95 Chan 106 (Y)	APP CRS 085°	Rwy Idg TDZE Apt Elev	N/A N/A 19
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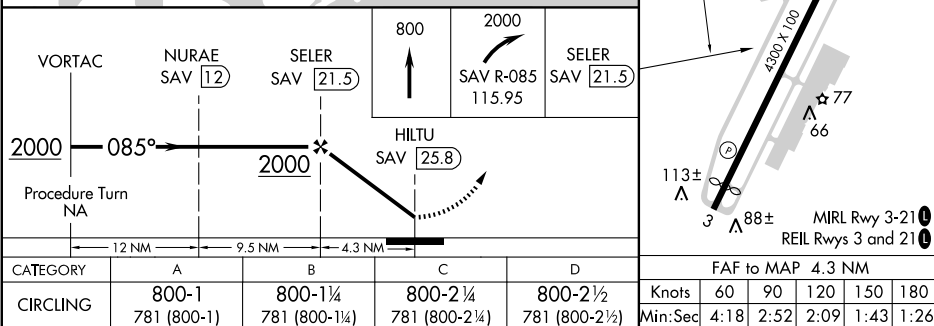
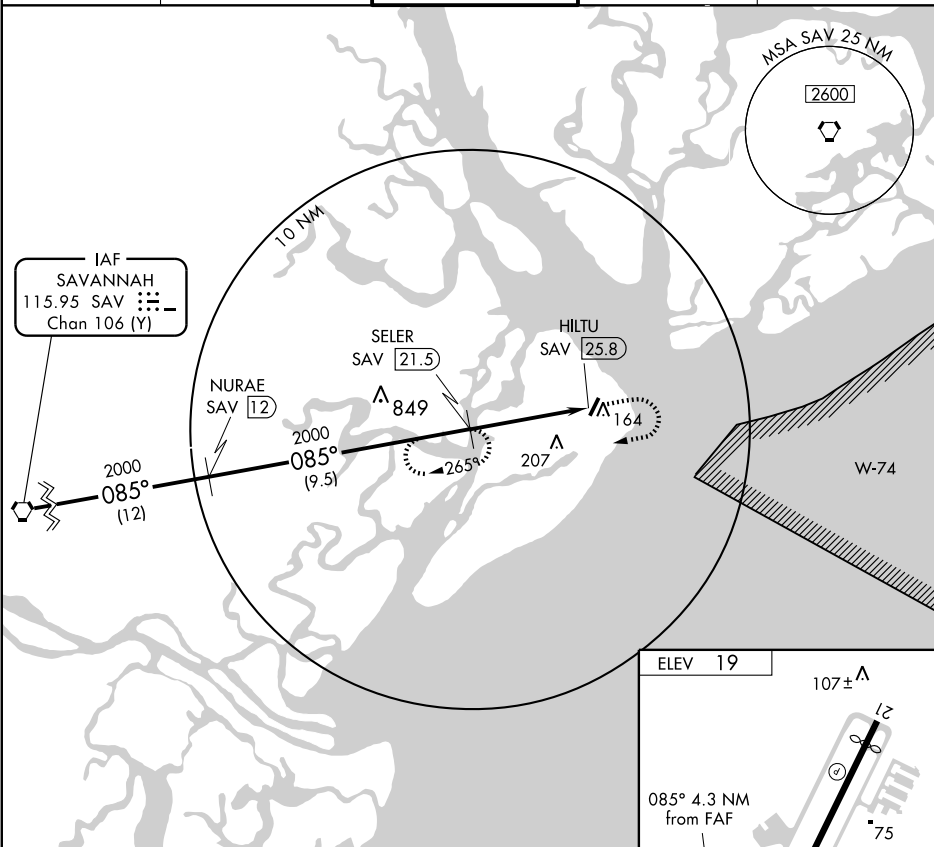
VOR/DME-A
HILTON HEAD (HXD)



Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.

ATIS 121.4	SAVANNAH APP CON ★ 125.3 371.875	HILTON HEAD TOWER ★ 118.975 (CTAF) 0	GND CON 121.1	CLNC DEL 121.1
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KINGSTREE**WILLIAMSBURG RGNL** (CKI) 3 W UTC-5(-4DT) N33°43.03' W79°51.42'

67 B NOTAM FILE AND

RWY 14-32: H500X75 (ASPH) S-30, D-45 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI
Rwys 14 and 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.775 (843) 382-3000.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z‡)

JAX CENTER APP/DEP CON 127.95 (0400-1100Z‡)

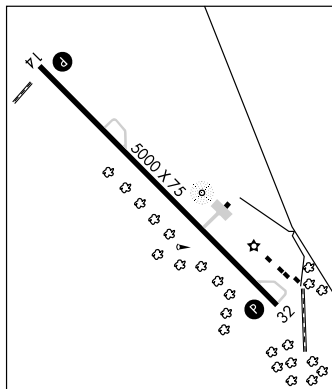
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 070° 33 NM to fld. 140/06W.

KINGSTREE NDB (MHW) 404 CKI N33°43.07' W79°51.30'

at fld. NDB Unmonitored.

**KIRK AIR BASE** (See LANCASTER)**LAKE CITY MUNI CJ EVANS FLD** (51J) 2 SW UTC-5(-4DT) N33°51.22' W79°46.09'

80 B S4 FUEL 100LL NOTAM FILE AND

RWY 01-19: H3700X75 (ASPH) S-10 MIRL

RWY 01: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 19: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Unattended. Rwy 01-19 cracking badly with grass growing thru cracks. ACTIVATE MIRL Rwy
01-19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ FLORENCE APP/DEP CON 135.25 (1130-0300Z‡)

Ⓡ JAX CENTER APP/DEP CON 133.45 (0300-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 197° 23.4 NM to fld. 110/03W.

HIWAS.

EVANS NDB (MHW) 420 CFY N33°51.36' W79°45.95' at fld. NOTAM FILE AND.

LAKE KEOWEE N34°48.67' W82°42.21' NOTAM FILE AND.

NDB (MHW) 408 LQK at Pickens Co.

ATLANTA

L-241, 36E

IAP

LANCASTER**KIRK AIR BASE** (T73) 5 SE UTC-5(-4DT) N34°40.46' W80°40.94'

578 S4 NOTAM FILE AND

RWY 15-33: H2600X40 (ASPH) S-8 LIRL

RWY 15: Tree. RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2330Z‡. Rwy 15 has 30' drop at thld. Rwy 33 has 10' drop at thld. For LIRL Rwy
15-33 call 803-286-8800.

COMMUNICATIONS: CTAF 122.9

• • • • •

550

WATERWAY 05-23: 4400X300 (WATER)

WATERWAY 16-34: 3000X300 (WATER)

WATERWAY 11-29: 2245X600 (WATER)

SEAPLANE REMARKS: Waterways 05-23 and 11-29 and 16-34—Water lanes are not marked—lengths change with water
levels—ctc arpt manager and check NOTAM's.

CHARLOTTE

NDB CKI
404

APP CRS
133°

Rwy Idg	5000
TDZE	66
Apt Elev	67

NDB RWY 14

KINGSTREE/WILLIAMSBURG RGNL (CKI)

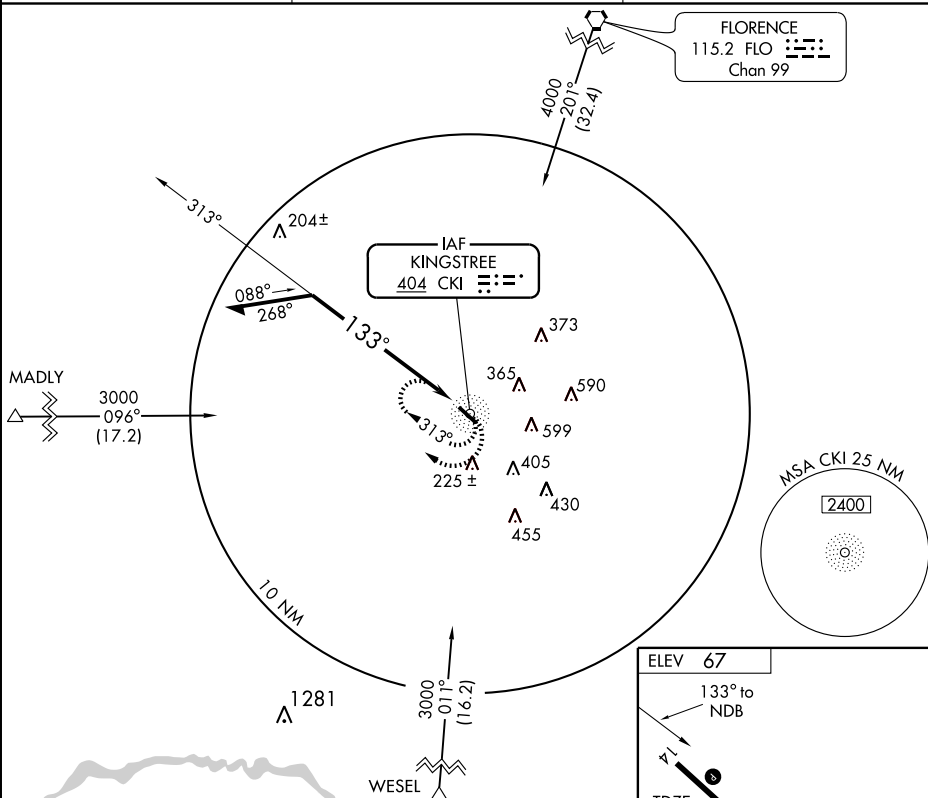


If local altimeter setting not received,
use Florence Rgnl altimeter setting
and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 in CKI NDB holding pattern.

AWOS-3
124.775

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) **L**

Remain
within 10 NM

ND

1700

13°

33°

3000

CKI
404

ELEV 67

133° to
NDB

66 TDZE

475

32

CATEGORY	A	B	C	D
S-14	700-1	634 (700-1)	700-1 ³ / ₄ 634 (700-1 ³ / ₄)	700-2 634 (700-2)
CIRCLING	700-1	633 (700-1)	700-1 ³ / ₄ 633 (700-1 ³ / ₄)	1020-3 953 (1000-3)

MIRL Rwy 14-32 **L**

Knots	60	90	120	150	180
Min:Sec					

APP CRS **318°**
 Rwy Idg **5000**
 TDZE **67**
 Apt Elev **67**

RNAV (GPS) RWY 32

KINGSTREE/WILLIAMSBURG RGNL (CKI)

V If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Florence Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.
A

MISSED APPROACH: Climbing right turn to 3000 direct GEVCE and hold.

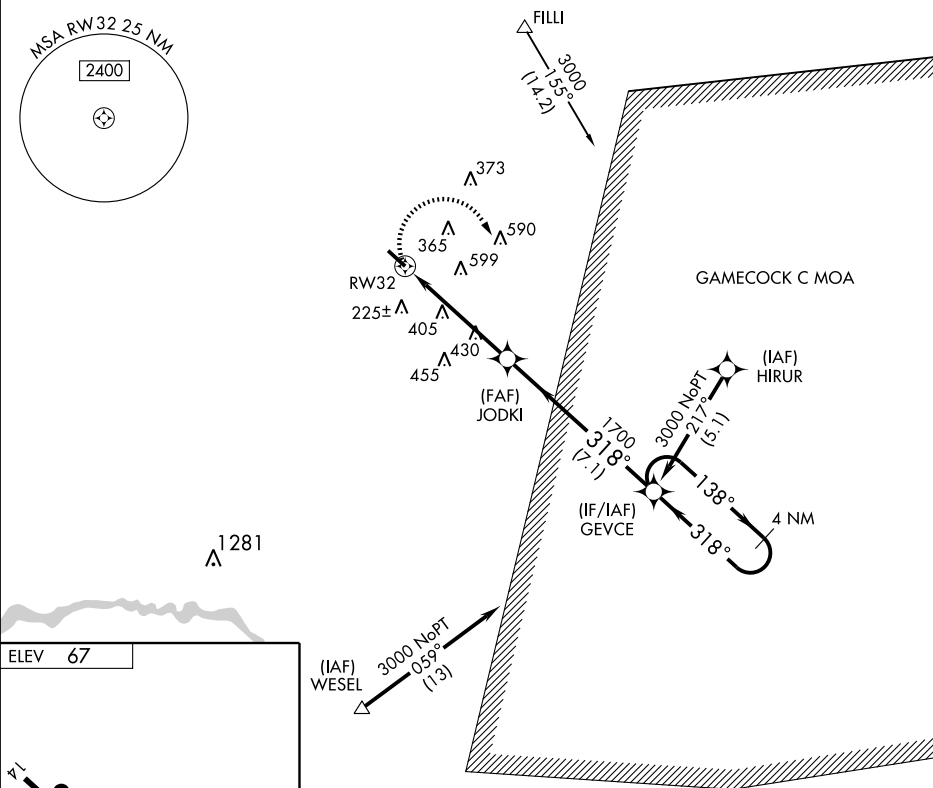
AWOS-3
124.775

MYRTLE BEACH APP CON ★
127.4 257.95

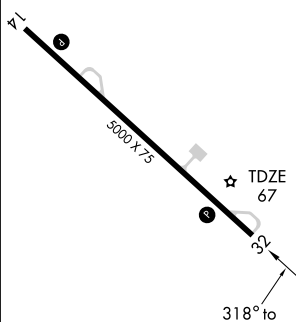
UNICOM
122.7 (CTAF) ①

MSA RW32 25 NM

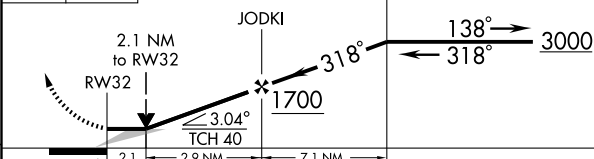
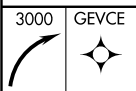
2400



ELEV 67



MIRL Rwy 14-32 ①



CATEGORY	A	B	C	D
LNAV MDA	760-1 693 (700-1)	760-2 693 (700-2)	760-2 693 (700-2)	760-2 693 (700-2)
CIRCLING	760-1 693 (700-1)	760-2 693 (700-2)	760-2 693 (700-2)	1020-3 953 (1000-3)

KINGSTREE**WILLIAMSBURG RGNL** (CKI) 3 W UTC-5(-4DT) N33°43.03' W79°51.42'

67 B NOTAM FILE AND

RWY 14-32: H500X75 (ASPH) S-30, D-45 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI Rws 14 and 32—CTAF.**WEATHER DATA SOURCES:** AWOS-3 124.775 (843) 382-3000.**COMMUNICATIONS:** CTAF/UNICOM 122.7

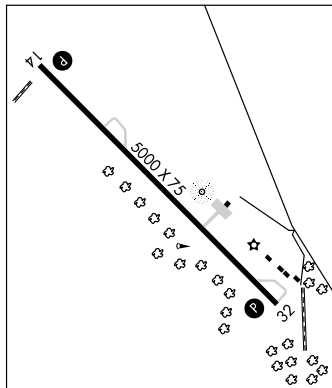
Ⓡ MYRTLE BEACH APP/DEP CON 127.4 (1100-0400Z‡)

JAX CENTER APP/DEP CON 127.95 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 070° 33 NM to fld. 140/06W.

KINGSTREE NDB (MHW) 404 CKI N33°43.07' W79°51.30'
at fld. NDB Unmonitored.**KIRK AIR BASE** (See LANCASTER)**LAKE CITY MUNI CJ EVANS FLD** (51J) 2 SW UTC-5(-4DT) N33°51.22' W79°46.09'

80 B S4 FUEL 100LL NOTAM FILE AND

RWY 01-19: H3700X75 (ASPH) S-10 MIRL

RWY 01: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 19: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Unattended. Rwy 01-19 cracking badly with grass growing thru cracks. ACTIVATE MIRL Rwy 01-19—CTAF.**COMMUNICATIONS:** CTAF 122.9

Ⓡ FLORENCE APP/DEP CON 135.25 (1130-0300Z‡)

Ⓡ JAX CENTER APP/DEP CON 133.45 (0300-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.**FLORENCE (H) VORTAC** 115.2 FLO Chan 99 N34°13.98' W79°39.43' 197° 23.4 NM to fld. 110/03W.
HIWAS.**EVANS NDB (MHW)** 420 CFY N33°51.36' W79°45.95' at fld. NOTAM FILE AND.**LAKE KEOWEE** N34°48.67' W82°42.21' NOTAM FILE AND.**NDB (MHW)** 408 LQK at Pickens Co.

ATLANTA

L-241, 36E

LANCASTER**KIRK AIR BASE** (T73) 5 SE UTC-5(-4DT) N34°40.46' W80°40.94'

578 S4 NOTAM FILE AND

RWY 15-33: H2600X40 (ASPH) S-8 LIRL

RWY 15: Tree.

RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2330Z‡. Rwy 15 has 30' drop at thld. Rwy 33 has 10' drop at thld. For LIRL Rwy 15-33 call 803-286-8800.**COMMUNICATIONS:** CTAF 122.9

• • • • •

550

WATERWAY 05-23: 4400X300 (WATER)**WATERWAY 16-34:** 3000X300 (WATER)**WATERWAY 11-29:** 2245X600 (WATER)**SEAPLANE REMARKS:** Waterways 05-23 and 11-29 and 16-34—Water lanes are not marked—lengths change with water levels—ctc arpt manager and check NOTAM's.

CHARLOTTE

APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 1

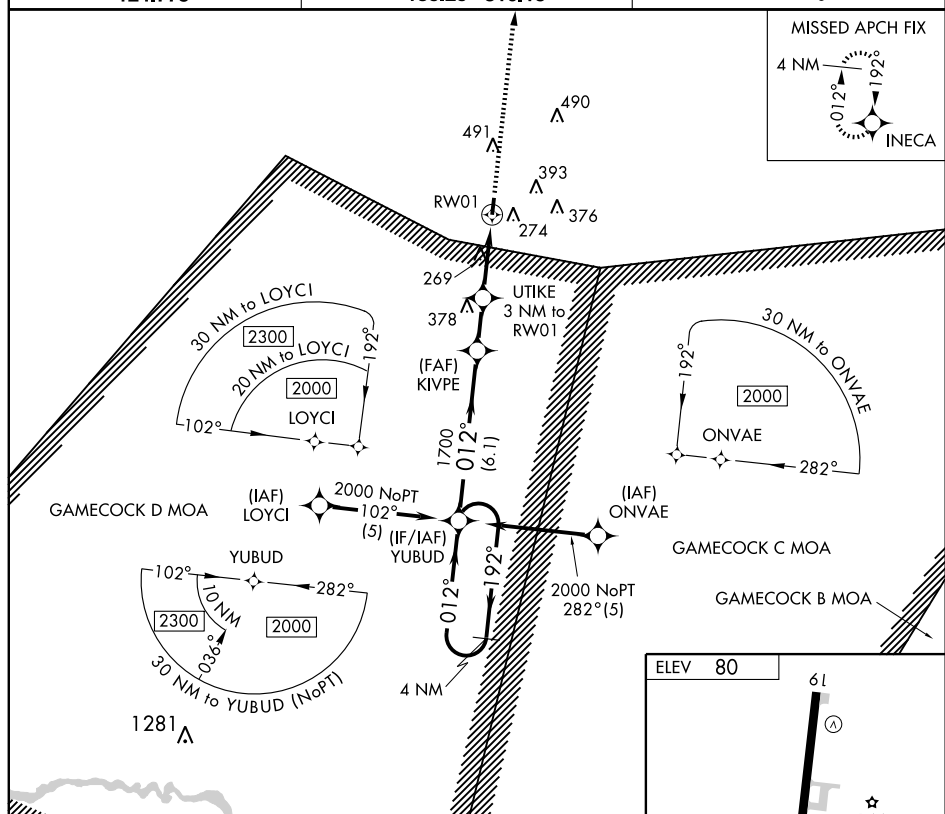
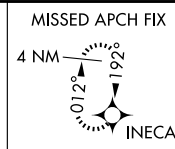
LAKE CITY MUNI C J EVANS FIELD (51J)

T DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
A NA Use Kingree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet.
 NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

WILLIAMSBURG RGNL AWOS-3
124.775

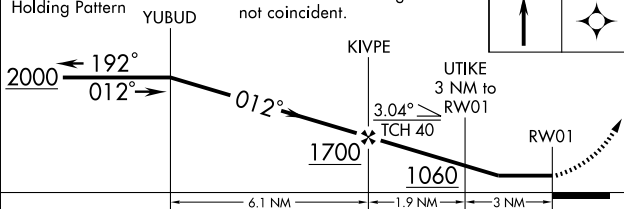
FLORENCE APP CON ★
135.25 316.15

CTAF
122.9 **L**

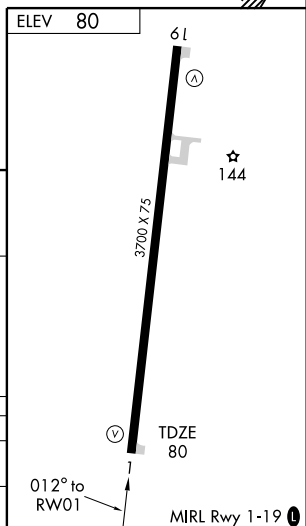
4 NM
Holding Pattern YUBUD

VGSI and descent angles
not coincident.

2000	INECA
------	-------



CATEGORY	A	B	C	D
LNAV MDA	560-1	480 (500-1)	560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1	580 (600-1)	880-2¼ 800 (800-2¼)	NA



LAKE CITY, SOUTH CAROLINA
Orig 08157

LAKE CITY MUNI C J EVANS FIELD (51J)
BNAY (GRS) BNAY 1

RNAV (GPS) RWY 1

SE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS **192°**
 Rwy Idg **3700**
 TDZE **80**
 Apt Elev **80**

RNAV (GPS) RWY 19

LAKE CITY MUNI C J EVANS FIELD (51J)

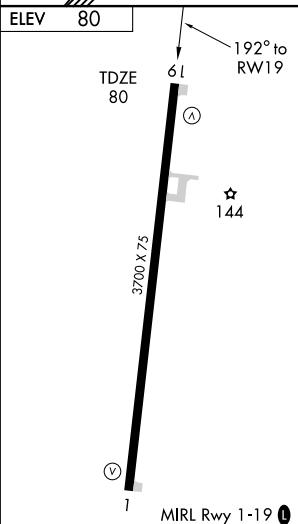
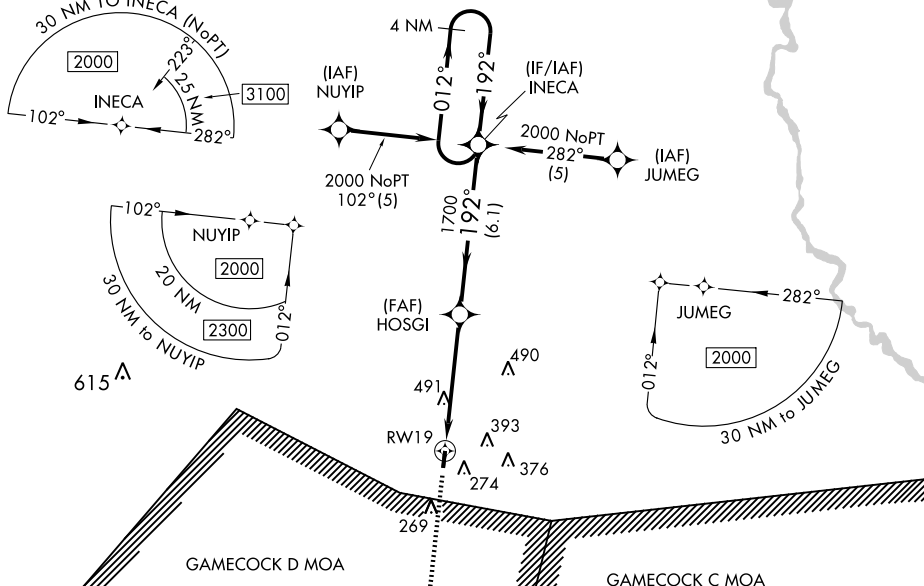
V DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
 Use Kingtree altimeter setting; if not received, use Florence
 altimeter setting and increase all MDAs 40 feet.
Δ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

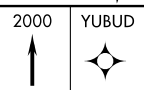
WILLIAMSBURG RGNL AWOS-3
124.775

FLORENCE APP CON ★
135.25 316.15

CTAF
122.9

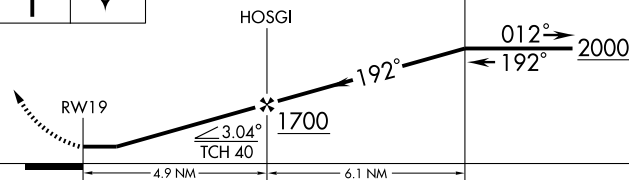


MISSED APCH FIX
 YUBUD



VGSI and descent angles
 not coincident.

4 NM
 INECA Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	820-1 740 (800-1)	820-2 740 (800-2)	880-2 1/4 800 (800-2 1/4)	NA
CIRCLING	820-1 740 (800-1)			NA

LANCASTER CO—MC WHIRTER FLD (LKR) 4 W UTC-5(-4DT) N34°43.38' W80°51.28'

CHARLOTTE

486 B S4 FUEL 100LL JET A NOTAM FILE AND

H-9B, 126, L-24J, 25D, 36E

RWY 06-24: H6004X100 (CONC) S-19, D-28 MIRL 0.4% up NE

IAP

RWY 06: PAPI(P2L)—GA 3.0°TCH 47'. Thld dsplcd 105'. Tree.

RWY 24: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. For after hrs fuel call 803-493-3226. Deer on and infov arpt. ACTIVATE MIRL Rwy 06-24—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.825 (803) 286-6444.**COMMUNICATIONS:** CTAF/UNICOM 122.725

Ⓡ CHARLOTTE APP/DEP CON 120.05

GCO 121.725 (CHARLOTTE APCH)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42'

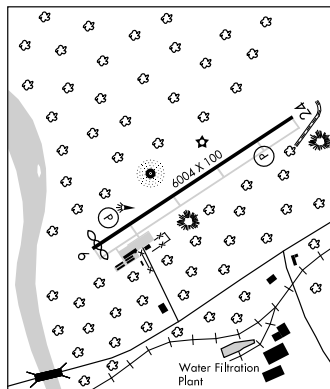
W80°57.11' 175° 28.4 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 165° 16.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 400 LKR N34°43.43' W80°51.49' at fld.

NOTAM FILE AND.

**LANDRUM****FAIRVIEW** (33A) 3 SE UTC-5(-4DT) N35°09.44' W82°07.34'

ATLANTA

1046 B NOTAM FILE AND

RWY 14-32: H2770X30 (ASPH) S-6.5 LIRL

RWY 14: Tree. Rgt tfc. RWY 32: Tree.

AIRPORT REMARKS: Unattended. Rwy 14-32 centerline markings NSTD size and separation. Twy markings are of wrong color. Rwy 14-32 is very bumpy with excessive patches along entire surface length. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9**LAURENS CO** (LUX) 3 E UTC-5(-4DT) N34°30.42' W81°56.83'

CHARLOTTE

697 B S4 FUEL 100LL TPA-1500 (803) NOTAM FILE AND

L-24J, 25C

RWY 08-26: H3898X75 (ASPH) S-12.5 MIRL

IAP

RWY 08: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 37'.

AIRPORT REMARKS: Attended Mon-Sat 1500-2300Z†, Sun 1800-2300Z†. Self svc 24 hr fuel with credit card. PAPI Rwy 08, Rwy 26 opr continuously. ACTIVATE MIRL Rwy 08-26—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.975 (864) 682-3639.**COMMUNICATIONS:** CTAF/UNICOM 122.8

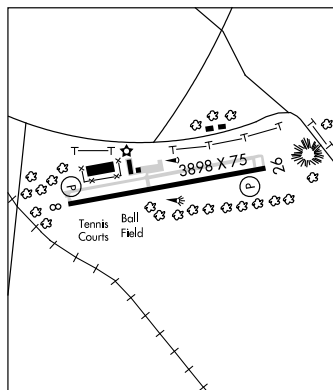
GREER APP/DEP CON 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

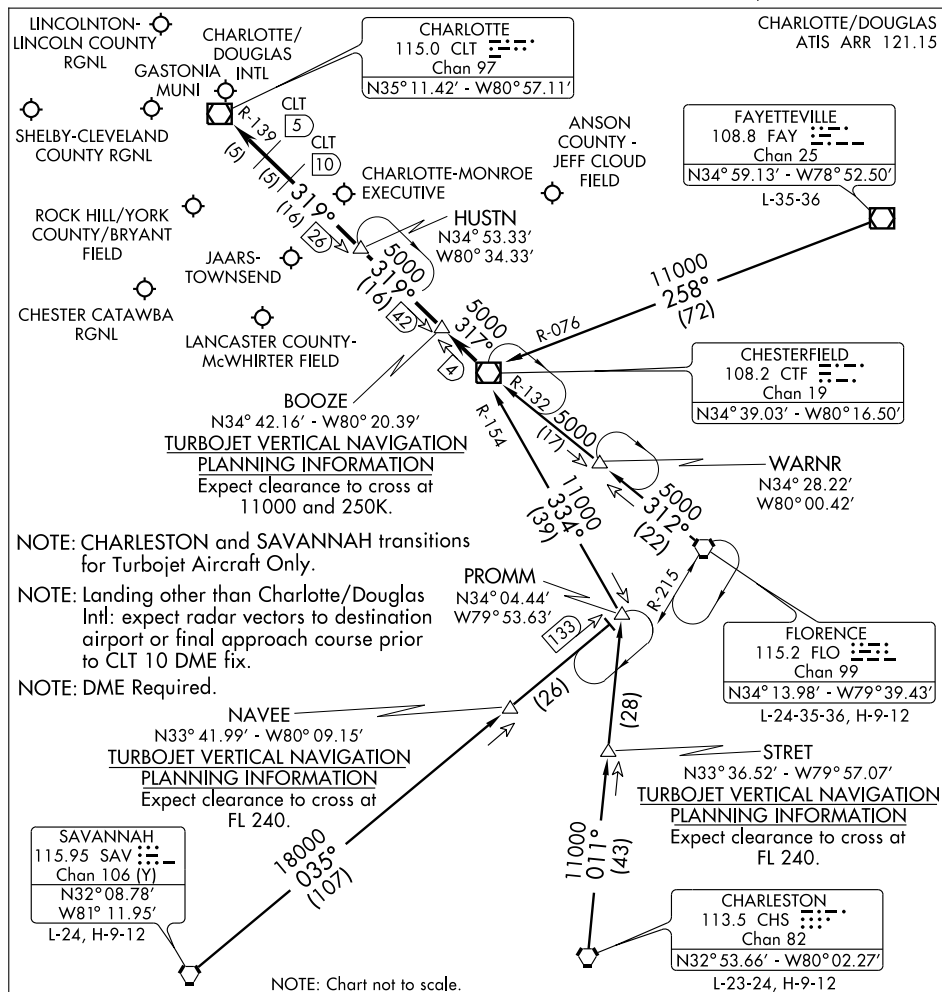
GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 035° 18.4 NM to fld. 630/01W.

**LEE CO** (See BISHOPVILLE)**LEXINGTON CO AT PELION** (See PELION)

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
ATIS ARR 121.15
CHARLOTTE APP CON
(001° -119°) **128.32**
(120° -245°) **120.05**
(246° -360°) **134.75**
(180° -359°) **257.2**
(360° -179°) **307.8**

ROANOKE
109.4 ROA
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

MAYOS
N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL220.

MAJIC
N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 13,000'/250K.

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12

KELLS
N36°35.17' - W79°47.17'

RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35' - W78°47.00'
L-36, H-9-12

SUDSY
N35°44.58' - W80°29.63'

LINCOLNTON-
LINCOLN COUNTY
RGNL

SHELBY-
CLEVELAND
COUNTY RGNL

GASTONIA
MUNI

ROCK HILL/YORK
COUNTY/BRYANT
FIELD

CHESTER CATAWBA
RGNL

NOTE: Chart not to scale.

CLT
10

CHARLOTTE
DOUGLAS
INTL

CLT
5

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' - W80°57.11'

CHARLOTTE-MONROE
EXECUTIVE

JAARS-
TOWNSEND

LANCASTER COUNTY-
McWHIRTER FIELD

GIZMO
N35°32.99' - W80°39.29'

ANSON COUNTY -
JEFF CLOUD
FIELD

LIBERTY
113.0 LIB
Chan 77
N35°48.70' - W79°36.76'

NOTE: DME required.
NOTE: RADAR required for LIB R-273.
NOTE: Landing other than Charlotte/
Douglas Intl; expect radar
vectors to destination airport
or final approach course prior
to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273
to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219
and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181
and CLT R-039 to MAJIC INT. Thence. . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior
to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

NDB LKR 400	APP CRS 251°	Rwy Idg TDZE Apt Elev	6004 486 486
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NDB RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

▼ When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night.
▲ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

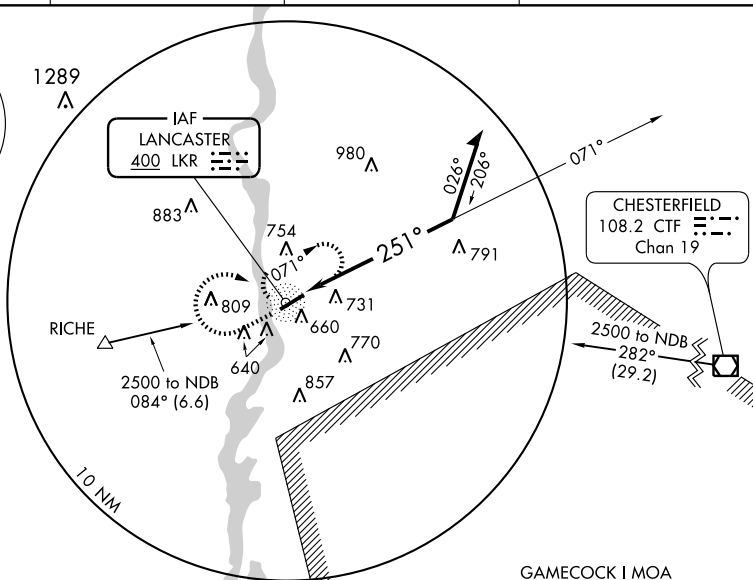
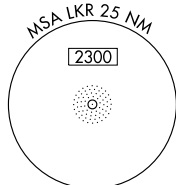
MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

AWOS-3
120.825

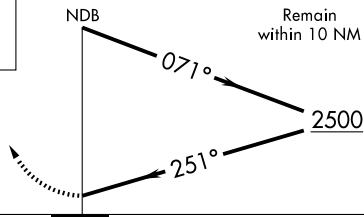
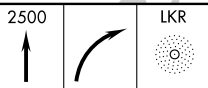
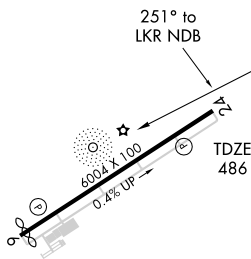
CHARLOTTE APP CON
120.05 307.8

GCO
121.725

UNICOM
122.725 (CTAF) 0



ELEV **486**



CATEGORY	A	B	C	D
S-24	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2 1/4 674 (700-2 1/4)
CIRCLING	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2 1/4 674 (700-2 1/4)

MIRL Rwy 6-24 **0**

LANCASTER, SOUTH CAROLINA

Amdt 5 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34° 43'N - 80° 51'W

NDB RWY 24

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86816 W06A	APP CRS 065°	Rwy Idg TDZE Apt Elev	5899 470 486
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RNAV (GPS) RWY 6

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

T When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

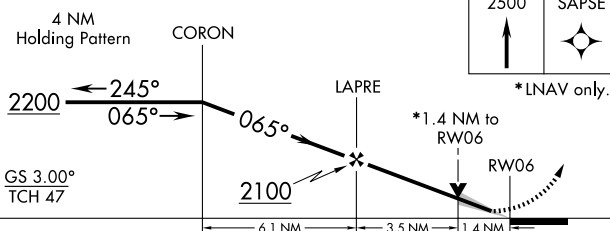
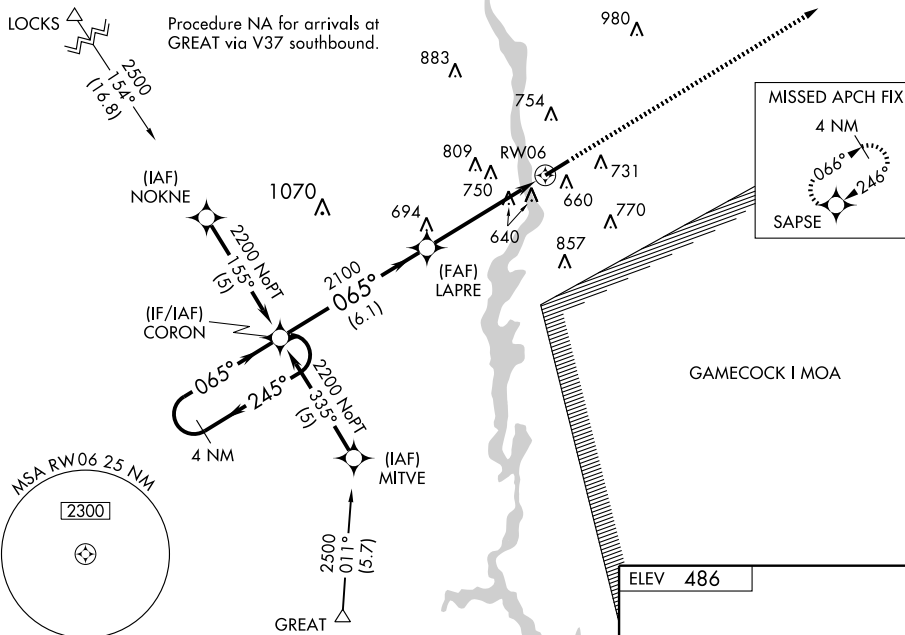
MISSED APPROACH:
Climb to 2500 direct
SAPSE and hold.

AWOS-3
120.825

CHARLOTTE APP CON
120.05 307.8

GCO
121.725

UNICOM
122.725 (CTAF) 1



CATEGORY	A	B	C	D
LPV DA		670-¾	200 (200-¾)	
LNAV/VNAV DA		993-2	523 (600-2)	
LNAV MDA	940-1	470 (500-1)	940-1¼ 470 (500-1¼)	940-1½ 470 (500-1½)
CIRCLING	1040-1	554 (600-1)	1060-1½ 574 (600-1½)	1080-2 594 (600-2)

MIRL Rwy 6-24 1

WAAS CH 70416 W24A	APP CRS 246°	Rwy Idg TDZE Apt Elev	6004 486 486
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RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

▼ When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

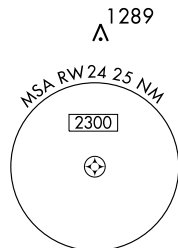
MISSED APPROACH:
Climb to 2200 direct
CORON and hold.

AWOS-3
120.825

CHARLOTTE APP CON
120.05 307.8

GCO
121.725

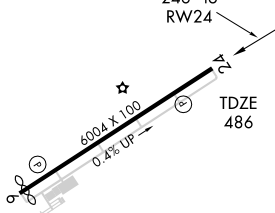
UNICOM
122.725 (CTAF) 0



CORON



ELEV 486



MIRL Rwy 6-24 0

Procedure NA for arrivals
at HUSTN via T201 and
T202 northeast bound.

(IAF) HUSTN
4 NM
2500 NoPT
234° (5.8)

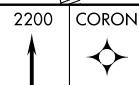
(IF/IAF) SAPSE
2500 NoPT
336° (5)

Procedure NA for arrivals
at CTF VOR/DME via
V155 northeast bound.

(IAF) LIGLE
2500
297°
(17.4)

CHESTERFIELD CTF

GAMECOCK I MOA



2200 CORON

WITUR

SAPSE 4 NM Holding Pattern

066° → 2500
← 246°

GS 3.00°
TCH 43

4.9 NM

6.1 NM

CATEGORY

A

B

C

D

LPV

DA

736-1

250

(300-1)

LNAV/VNAV

DA

1017-2

531

(600-2)

LNAV MDA

960-1

474

(500-1)

960-1½

474

(500-1½)

CIRCLING

1040-1

554

(600-1)

1060-1½

574

(600-1½)

1080-2

594

(600-2)

LANCASTER, SOUTH CAROLINA

Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

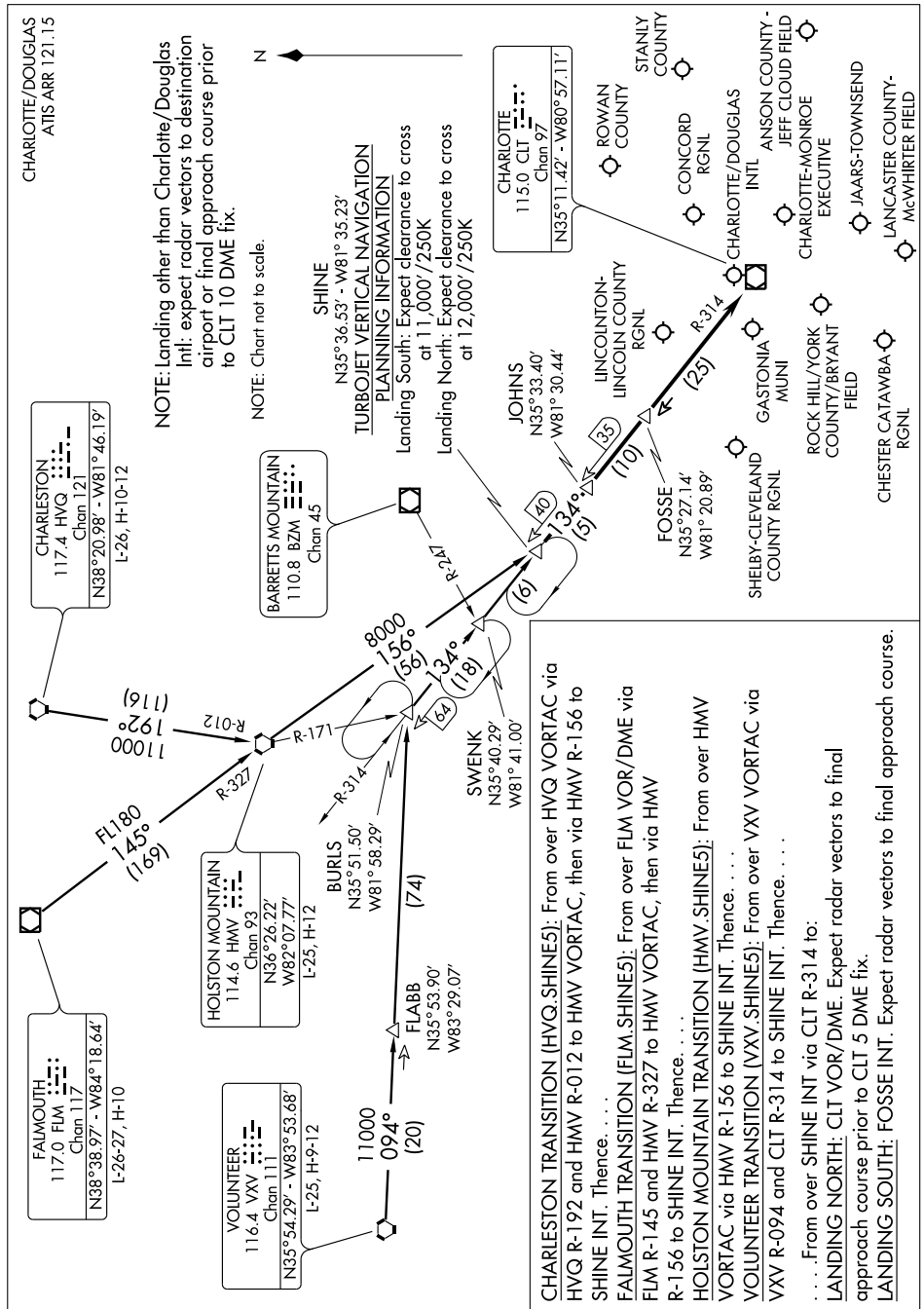
34° 43'N - 80° 51'W

RNAV (GPS) RWY 24

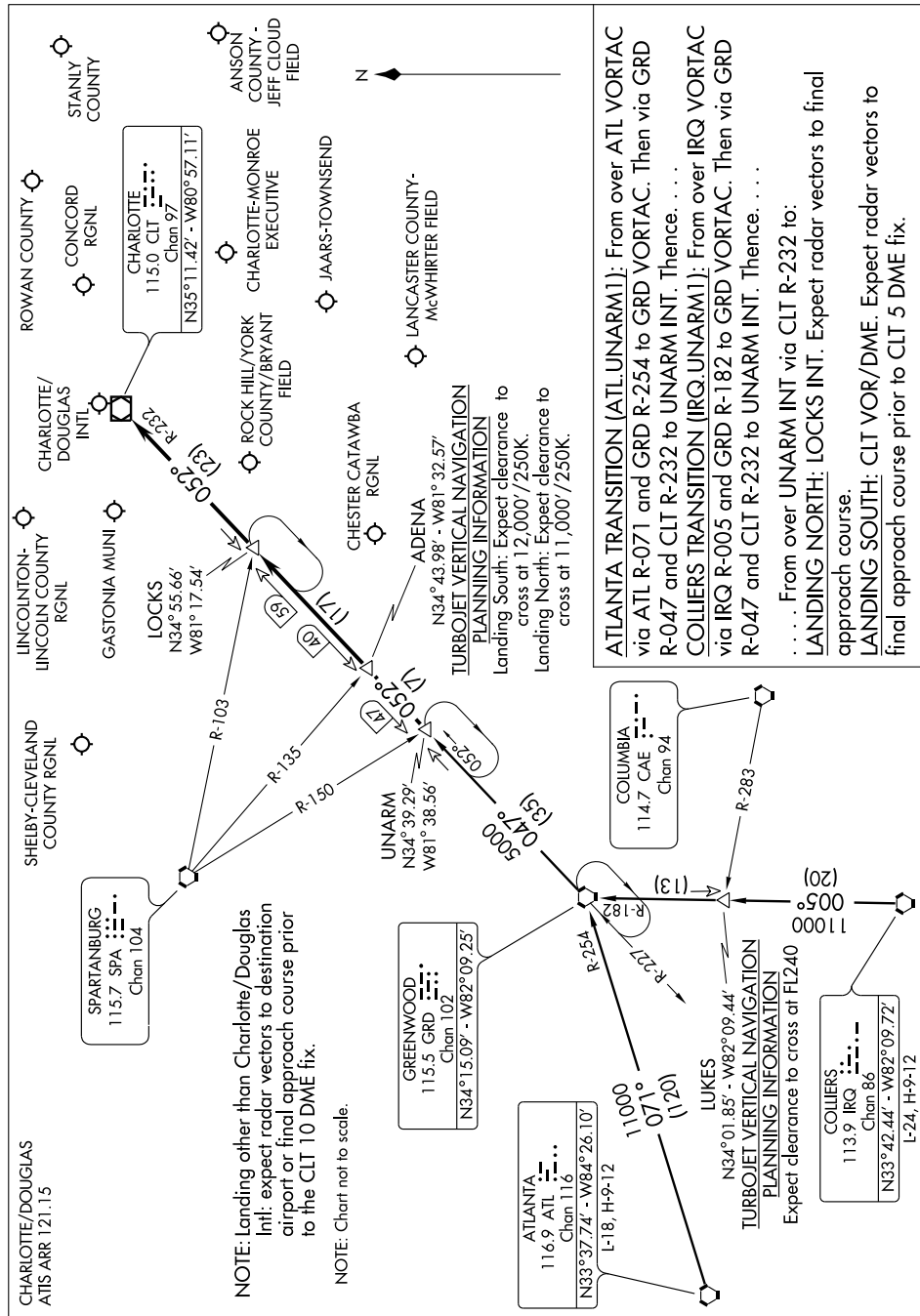
SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL



SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CLT 115.0 Chan 97	APP CRS 175°	Rwy Idg TDZE Apt Elev	N/A N/A 486
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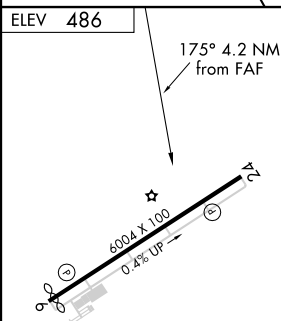
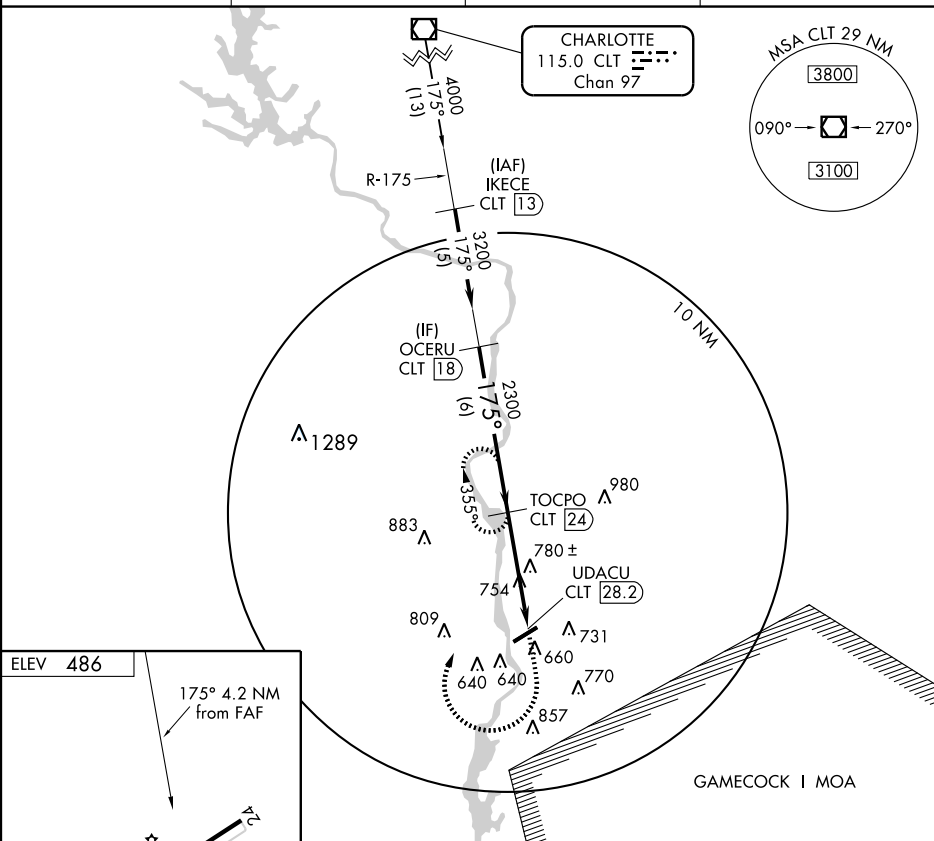
VOR/DME-A

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

▼ When VGSI inoperative, Circling Rwy 24 NA at night.
▲ When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

AWOS-3 120.825	CHARLOTTE APP CON 120.05 307.8	GCO 121.725	UNICOM 122.725 (CTAF) 0
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MRL Rwy 6-24 0

LANCASTER, SOUTH CAROLINA

Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34° 43'N - 80° 51'W

VOR/DME-A

SE-2, 21 OCT 2010 to 18 NOV 2010

LANCASTER CO—MC WHIRTER FLD (LKR) 4 W UTC-5(-4DT) N34°43.38' W80°51.28'

CHARLOTTE

486 B S4 FUEL 100LL JET A NOTAM FILE AND

H-9B, 126, L-24J, 25D, 36E

RWY 06-24: H6004X100 (CONC) S-19, D-28 MIRL 0.4% up NE

IAP

RWY 06: PAPI(P2L)—GA 3.0°TCH 47'. Thld dsplcd 105'. Tree.

RWY 24: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. For after hrs fuel call 803-493-3226. Deer on and infov arpt. ACTIVATE MIRL Rwy 06-24—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.825 (803) 286-6444.**COMMUNICATIONS:** CTAF/UNICOM 122.725

Ⓡ CHARLOTTE APP/DEP CON 120.05

GCO 121.725 (CHARLOTTE APCH)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42'

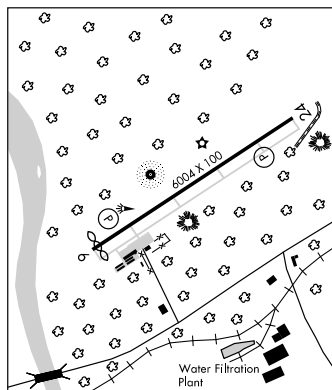
W80°57.11' 175° 28.4 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34'

W80°57.29' 165° 16.7 NM to fld. 645/02W. NOTAM FILE AND. SHUTDOWN.

NDB (MHW) 400 LKR N34°43.43' W80°51.49' at fld.

NOTAM FILE AND.

**LANDRUM****FAIRVIEW** (33A) 3 SE UTC-5(-4DT) N35°09.44' W82°07.34'

ATLANTA

1046 B NOTAM FILE AND

RWY 14-32: H2770X30 (ASPH) S-6.5 LIRL

RWY 14: Tree. Rgt tfc. RWY 32: Tree.

AIRPORT REMARKS: Unattended. Rwy 14-32 centerline markings NSTD size and separation. Twy markings are of wrong color. Rwy 14-32 is very bumpy with excessive patches along entire surface length. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9**LAURENS CO** (LUX) 3 E UTC-5(-4DT) N34°30.42' W81°56.83'

CHARLOTTE

697 B S4 FUEL 100LL TPA-1500 (803) NOTAM FILE AND

L-24J, 25C

RWY 08-26: H3898X75 (ASPH) S-12.5 MIRL

IAP

RWY 08: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 26: PAPI(P2L)—GA 3.0° TCH 37'.

AIRPORT REMARKS: Attended Mon-Sat 1500-2300Z†, Sun 1800-2300Z†. Self svc 24 hr fuel with credit card. PAPI Rwy 08, Rwy 26 opr continuously. ACTIVATE MIRL Rwy 08-26—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.975 (864) 682-3639.**COMMUNICATIONS:** CTAF/UNICOM 122.8

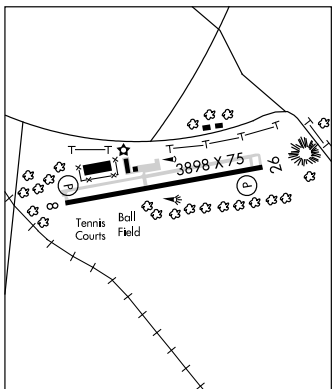
GREER APP/DEP CON 120.6 (1100-0445Z†)

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 035° 18.4 NM to fld. 630/01W.

**LEE CO** (See BISHOPVILLE)**LEXINGTON CO AT PELION** (See PELION)

APP CRS	Rwy Idg	3898
079°	TDZE	698
	Apt Elev	698

GPS RWY 8

LAURENS COUNTY (LUX)

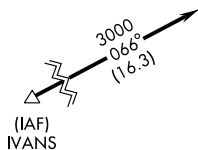
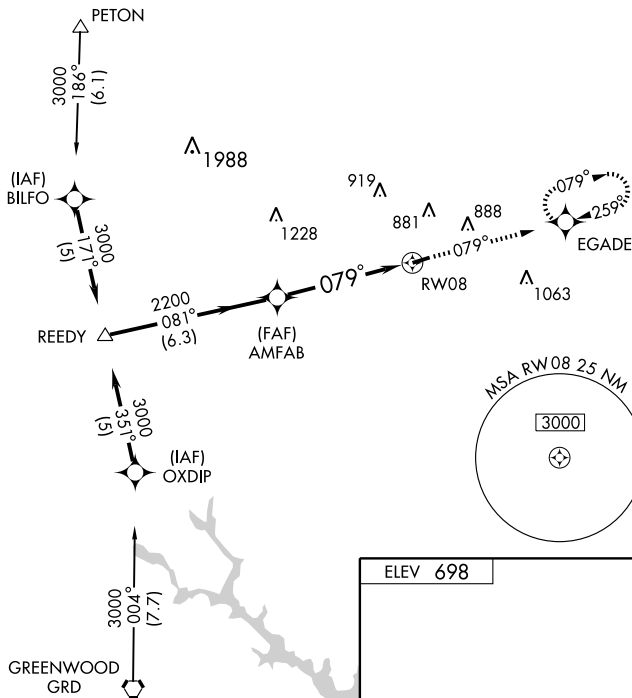
▲ NA Use Greer altimeter setting.

MISSED APPROACH: Climb to 2500 via 079° course to
EGADE WP and hold.

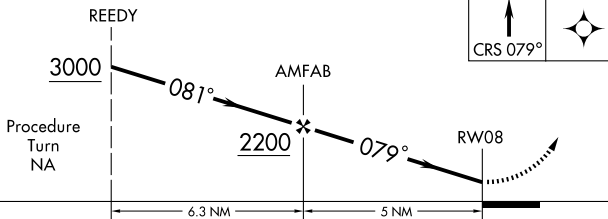
AWOS-3
123.975

GREER APP CON ★
120.6 350.2

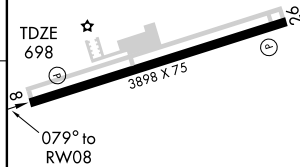
UNICOM
122.8 (CTAF) ①



ELEV 698



2500 EGAGE
↑
CRS 079°



CATEGORY	A	B	C	D
S-8	1240-1	542 (600-1)	1240-1½ 542 (600-1½)	NA
CIRCLING	1340-1	642 (700-1)	1340-1¾ 642 (700-1¾)	NA

MIRL Rwy 8-26 ①

LORIS

TWIN CITY (5J9) 3 NE UTC-5(-4DT) N34°05.31' W78°51.90'

99 B S4 NOTAM FILE AND

RWY 08-26: H3694X60 (ASPH-AFSC) S-8 LIRL

RWY 08: Thld displcd 200'. Tree.

RWY 26: SAVASI(S2L)—GA 3.5°TCH 34'. Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Birds on and invof arpt. For svc call 843-756-7404. Rwy 26; 3 ft ditch 40 ft rgt/left of centerline end of thld. 30' P-line 180' left.

COMMUNICATIONS: CTAF 122.9

® **MYRTLE BEACH APP/DEP CON** 119.2 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

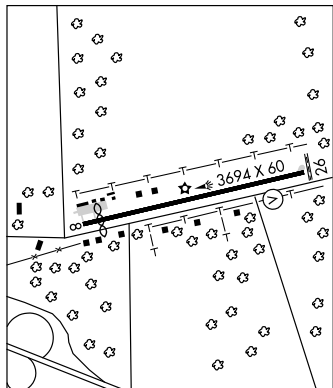
GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 340° 17.9 NM to fld. 20/03W.

CHARLOTTE

L-24J, 35A

IAP



LOWCOUNTRY RGNL (See WALTERBORO)

MANNING N33°35.29' W80°12.37' NOTAM FILE AND.

NDB (MHW) 381 MNI at Santee Cooper Rgnl. Unmonitored.

CHARLOTTE

L-24I

MANNING

SANTEE COOPER RGNL (MNI) 7 S UTC-5(-4DT) N33°35.23' W80°12.52'

103 B S2 FUEL 100LL NOTAM FILE AND

RWY 02-20: H3602X75 (ASPH) S-30 MIRL

RWY 02: PAPI(P2L)—GA 4.0°TCH 25'. Tree.

RWY 20: PAPI(P2L)—GA 4.0°TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. Self svc fuel avbl 24 hrs with credit card. Vehicles opr adjacent to Rwy 02-20 and cross at midfield periodically. Glider ops on and invof arpt. MIRL preset on low ints dusk-0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (803) 478-6060.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **SHAW APP/DEP CON** 125.4 (1200-0430Z‡)

JAX CENTER APP/DEP CON 124.7 (0430-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

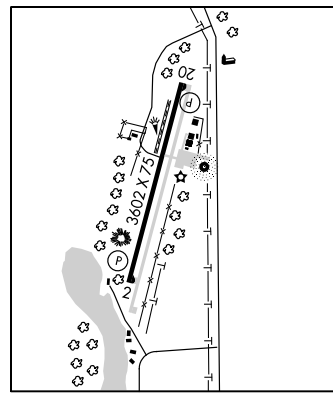
W80°26.92' 067° 13.8 NM to fld. 140/06W.

MANNING NDB (MHW) 381 MNI N33°35.29' W80°12.37' at fld. Unmonitored.

CHARLOTTE

L-24I

IAP



APP CRS	Rwy Idg	3501
263°	TDZE	99
	Apt Elev	99

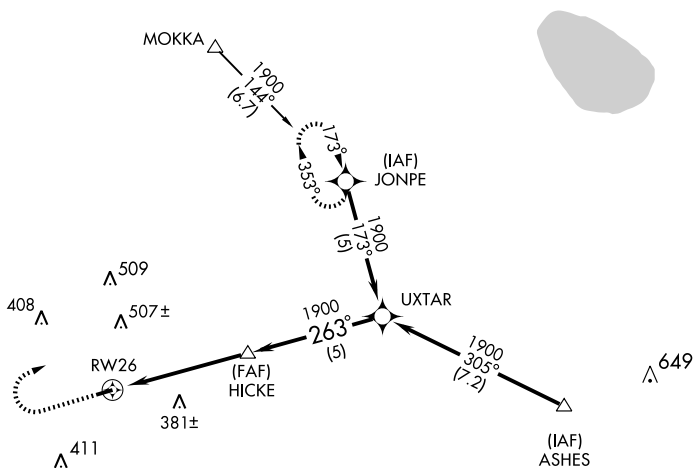
GPS RWY 26
LORIS/ TWIN CITY (5J9)



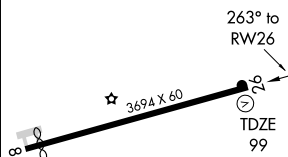
Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

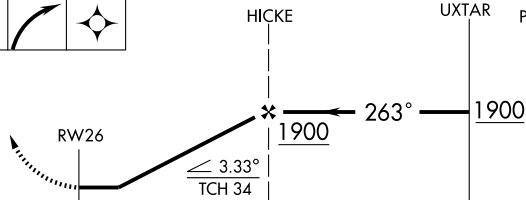
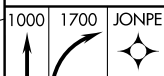
MYRTLE BEACH APP CON★
119.2 350.3

CTAF
122.9

ELEV 99



LJRL Rwy 8-26



Procedure
Turn
NA

	5 NM		5 NM		
CATEGORY	A		B		C D
S-26	540-1 441 (500-1)		NA		
CIRCLING	600-1 501 (600-1)		NA		

LORIS, SOUTH CAROLINA
Orig 10126

34°05'N - 78°52'W

LORIS/ TWIN CITY (5J9)

GPS RWY 26

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

VORTAC CRE 117.6 Chan 123	APP CRS 340°	Rwy Idg TDZE Apt Elev	N/A N/A 101
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VOR/DME-A
LORIS/ TWIN CITY (5J9)

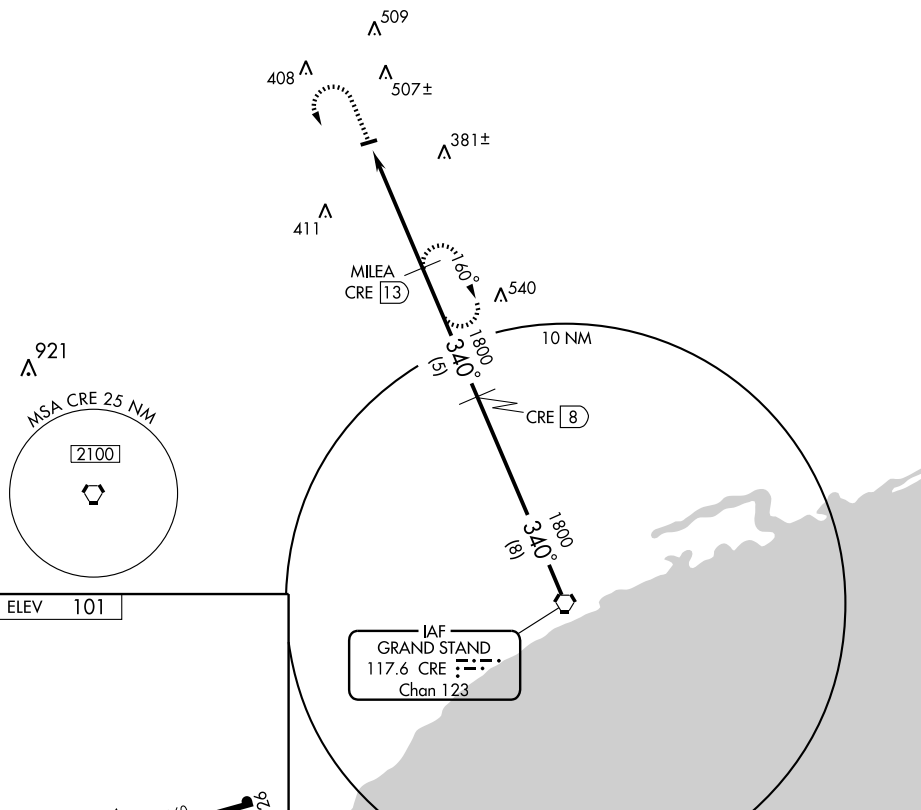


Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing
left turn to 1800 via CRE R-340 to MILEA and hold.

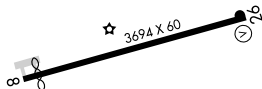
MYRTLE BEACH APP CON ★
119.2 350.3

CTAF
122.9



ELEV **101**

IAF
GRAND STAND
117.6 CRE
Chan 123



340° 4.8 NM
from FAF

1100	1800	MILEA CRE 13	MILEA CRE 13	CRE 8	VORTAC
↑	CRE R-340 117.6				
	CRE 17.8	1800	340°	1800	1800
				Procedure Turn NA	
	4.8 NM	5 NM	8 NM		
CATEGORY	A	B	C	D	
CIRCLING	600-1 499 (500-1)		NA	NA	

LIRL Rwy 8-26

LORIS, SOUTH CAROLINA
Amdt 2A 10126

34°05'N - 78°52'W

LORIS/ TWIN CITY (5J9)
VOR/DME-A

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

LORIS

TWIN CITY (5J9) 3 NE UTC-5(-4DT) N34°05.31' W78°51.90'

99 B S4 NOTAM FILE AND

RWY 08-26: H3694X60 (ASPH-AFSC) S-8 LIRL

RWY 08: Thld displcd 200'. Tree.

RWY 26: SAVASI(S2L)—GA 3.5°TCH 34'. Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Birds on and invof arpt. For svc call 843-756-7404. Rwy 26; 3 ft ditch 40 ft rgt/left of centerline end of thld. 30' P-line 180' left.

COMMUNICATIONS: CTAF 122.9

® **MYRTLE BEACH APP/DEP CON** 119.2 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83'

W78°43.47' 340° 17.9 NM to fld. 20/03W.



CHARLOTTE

L-24J, 35A

IAP

LOWCOUNTRY RGNL (See WALTERBORO)

MANNING N33°35.29' W80°12.37' NOTAM FILE AND.

NDB (MHW) 381 MNI at Santee Cooper Rgnl. Unmonitored.

CHARLOTTE

L-24I

MANNING

SANTEE COOPER RGNL (MNI) 7 S UTC-5(-4DT) N33°35.23' W80°12.52'

103 B S2 FUEL 100LL NOTAM FILE AND

RWY 02-20: H3602X75 (ASPH) S-30 MIRL

RWY 02: PAPI(P2L)—GA 4.0°TCH 25'. Tree.

RWY 20: PAPI(P2L)—GA 4.0°TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. Self svc fuel avbl 24 hrs with credit card. Vehicles opr adjacent to Rwy 02-20 and cross at midfield periodically. Glider ops on and invof arpt. MIRL preset on low ints dusk-0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (803) 478-6060.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **SHAW APP/DEP CON** 125.4 (1200-0430Z‡)

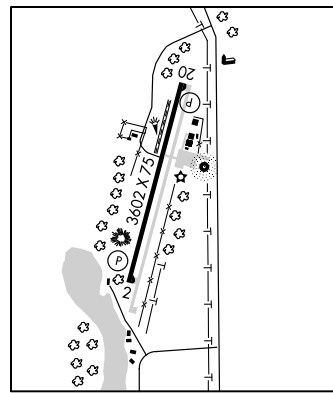
JAX CENTER APP/DEP CON 124.7 (0430-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 067° 13.8 NM to fld. 140/06W.

MANNING NDB (MHW) 381 MNI N33°35.29' W80°12.37' at fld. Unmonitored.



CHARLOTTE

L-24I

IAP

NDB MNI 381	APP CRS 026°	Rwy Idg TDZE Apt Elev	3602 102 104
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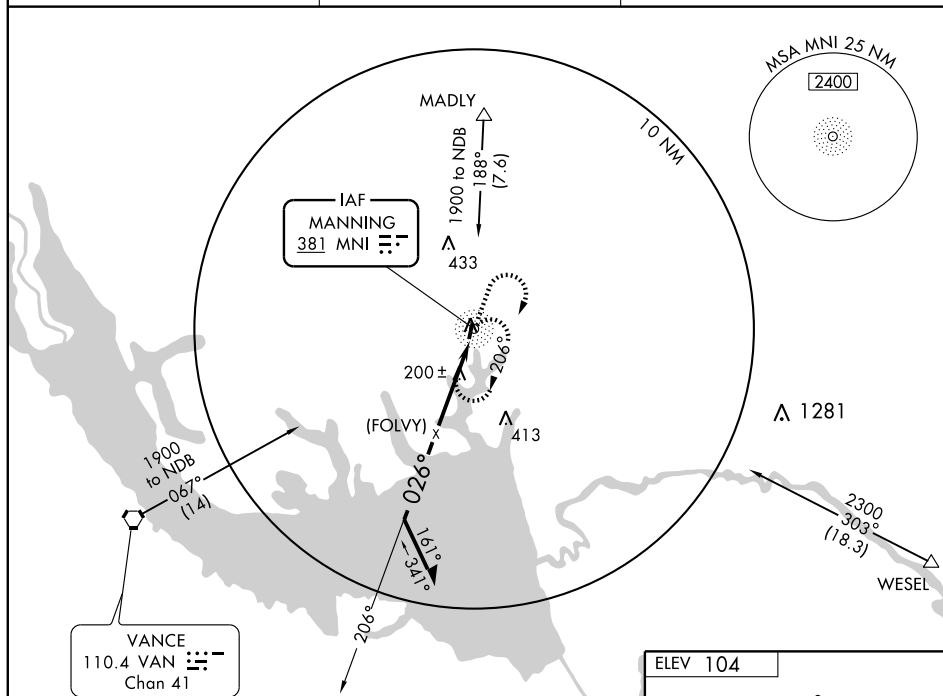
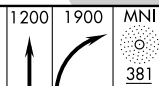
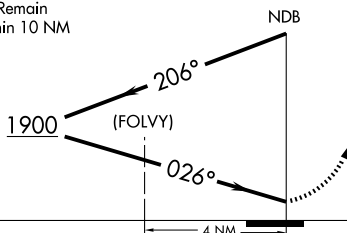
NDB or GPS RWY 2

MANNING/SANTEE COOPER RGNL (MNI)

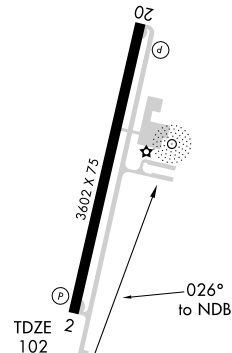


Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.

AWOS-3
120.175SHAW APP CON★
125.4 285.4UNICOM
122.8 (CTAF) 0Remain
within 10 NM

ELEV 104



CATEGORY	A	B	C	D
S-2	660-1 558 (600-1)		660-1½ 558 (600-1½)	660-1¾ 558 (600-1¾)
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

MIRL Rwy 2-20 0

VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg TDZE Apt Elev	N/A N/A 104
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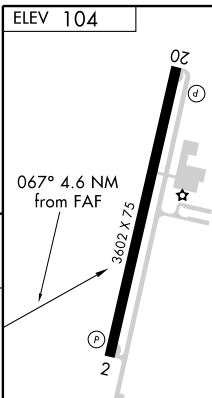
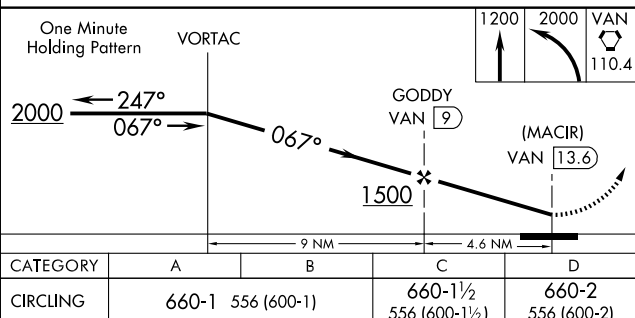
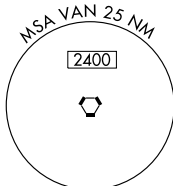
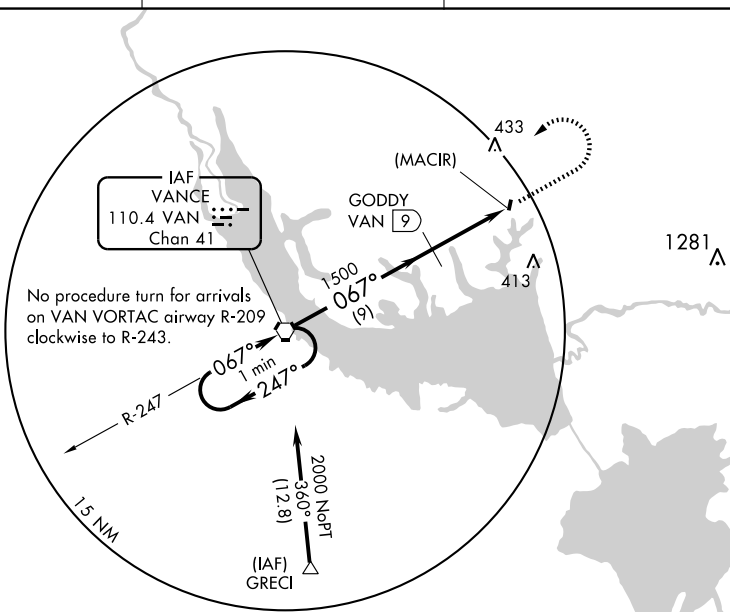
VOR/DME or GPS-A
MANNING/SANTEE COOPER RGNL (MNI)

	Use Florence altimeter setting.	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.
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AWOS-3
120.175

SHAW APP CON★
125.4 285.4

UNICOM
122.8 (CTAF) **L**

MIRL Rwy 2-20 **L**

MARION CO (MAO) 3 E UTC-5(-4DT) N34°10.87' W79°20.08'

92 B FUEL 100LL, JET A NOTAM FILE AND

RWY 04-22: H4503X100 (ASPH) S-26, D-34 MIRL

RWY 04: Rgt tfc. RWY 22: Rgt tfc.

AIRPORT REMARKS: Attended 1200-2200Z†. For fuel after hrs call 843-526-1409 Mon-Sun; call either 843-423-7325 or 843-464-0401. Student training on and invof arpt.

WEATHER DATA SOURCES: AWOS-3 119.875 (843) 423-4231.

COMMUNICATIONS: CTAF/UNICOM 122.8

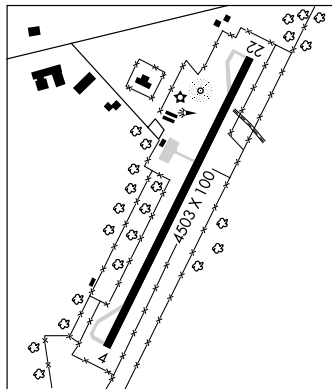
FLORENCE APP/DEP CON 135.25 (1130-0300Z†)

JAX CENTER APP/DEP CON 133.45 (0300-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE FLO.

FLORENCE (H) VORTAC 115.2 FLO Chan 99 N34°13.98' W79°39.43' 104° 16.3 NM to fld. 110/03W. HIWAS.

NDB (MHW) 388 MAO N34°11.11' W79°19.99' at fld. NOTAM FILE AND.



CHARLOTTE

L-24J, 35A, 36E

IAP

MARLBORO CO JETPORT-H.E. AVENT FLD (See BENNETTSVILLE)

McCORMICK CO (S19) 1 SE UTC-5(-4DT) N33°54.49' W82°16.02'

459 B NOTAM FILE AND

RWY 18-36: H3598X75 (ASPH) S-12.5 MIRL

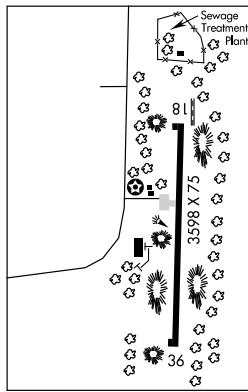
RWY 18: Tree. RWY 36: Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36 and rotating bcn-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09' W82°09.25' 196° 21.3 NM to fld. 630/01W.



ATLANTA

L-24I

NDB MAO 388	APP CRS 036°	Rwy Idg TDZE Apt Elev	4503 92 92
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NDB RWY 4

MARION COUNTY (MAO)

V Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting.

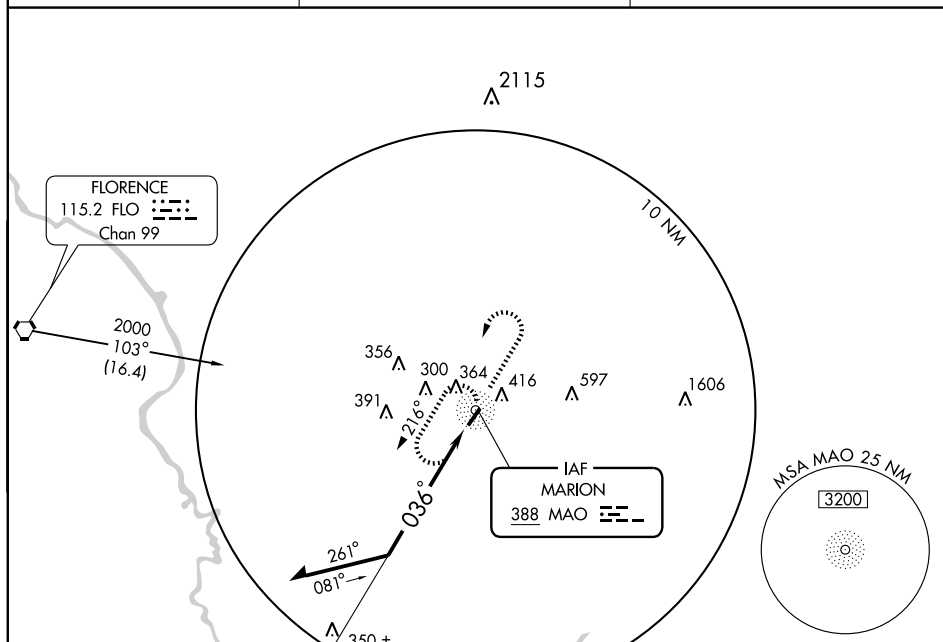
NA

MISSED APPROACH: Climb to 2000 then left turn direct MAO NDB and hold.

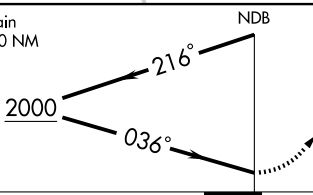
AWOS-3
119.875

FLORENCE APP CON ★
135.25 316.15

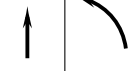
UNICOM
122.8 (CTAF)



Remain
within 10 NM



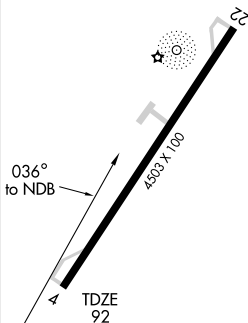
2000



MAO



ELEV 92



MIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4	760-1	668 (700-1)	760-1 ³ / ₄ 668 (700-1 ³ / ₄)	760-2 668 (700-2)
CIRCLING	780-1	688 (700-1)	780-2 688 (700-2)	780-2 ¹ / ₄ 688 (700-2 ¹ / ₄)

FLORENCE ALTIMETER SETTING MINIMUMS

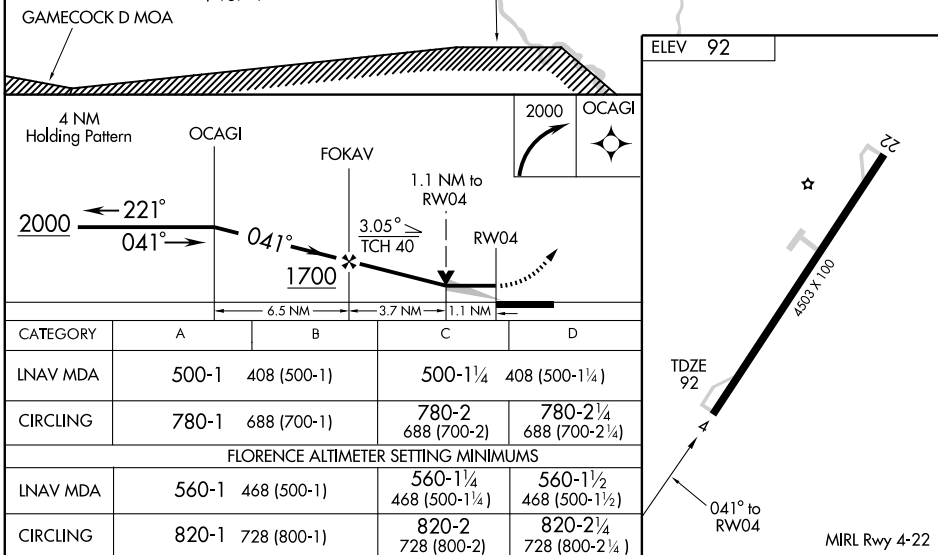
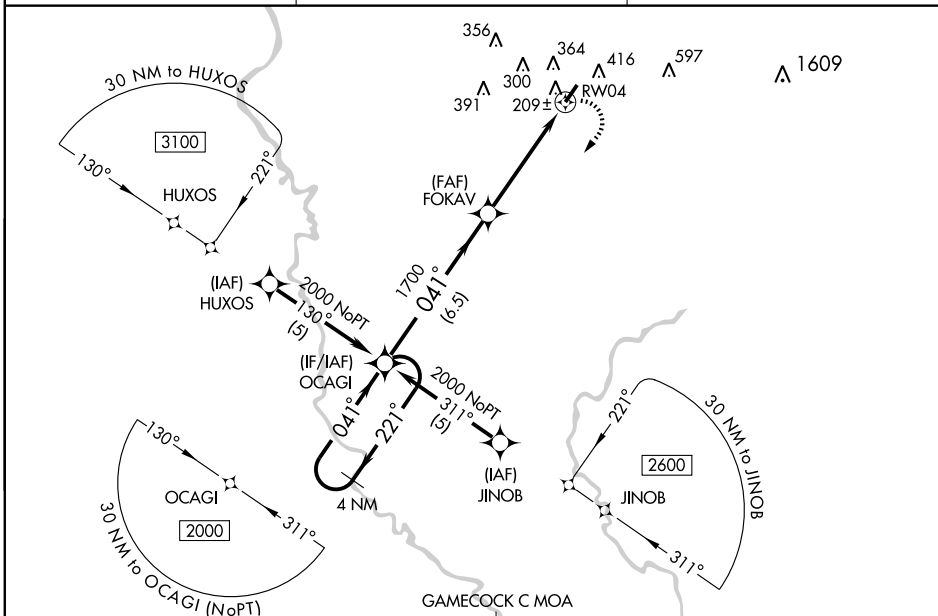
S-4	820-1	728 (800-1)	820-2 728 (800-2)	820-2 ¹ / ₄ 728 (800-2 ¹ / ₄)
CIRCLING	820-1	728 (800-1)	820-2 728 (800-2)	820-2 ¹ / ₄ 728 (800-2 ¹ / ₄)

Knots	60	90	120	150	180
Min:Sec					

APP CRS
041°Rwy Idg **4503**
TDZE **92**
Apt Elev **92****RNAV (GPS) RWY 4**
MARION COUNTY (MAO)

▼ Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA.
 ▲ NA VDP NA when using Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OCAGI and hold.

AWOS-3
119.875FLORENCE APP CON ★
135.25 316.15UNICOM
122.8 (CTAF)

VORTAC FLO
115.2
Chan 99

APP CRS
104°

Rwy Idg
TDZE
Apt Elev

NA
NA
93

VOR/DME-A
MARION COUNTY (MAO)



A NA

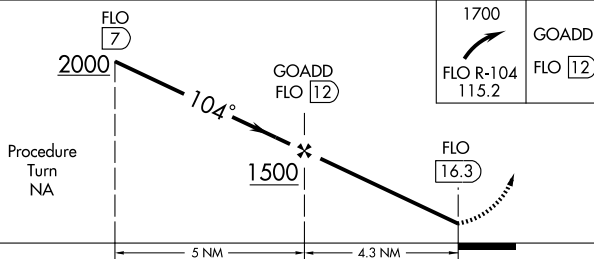
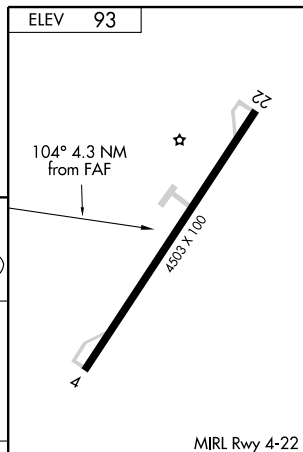
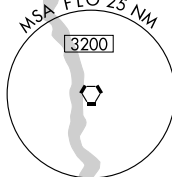
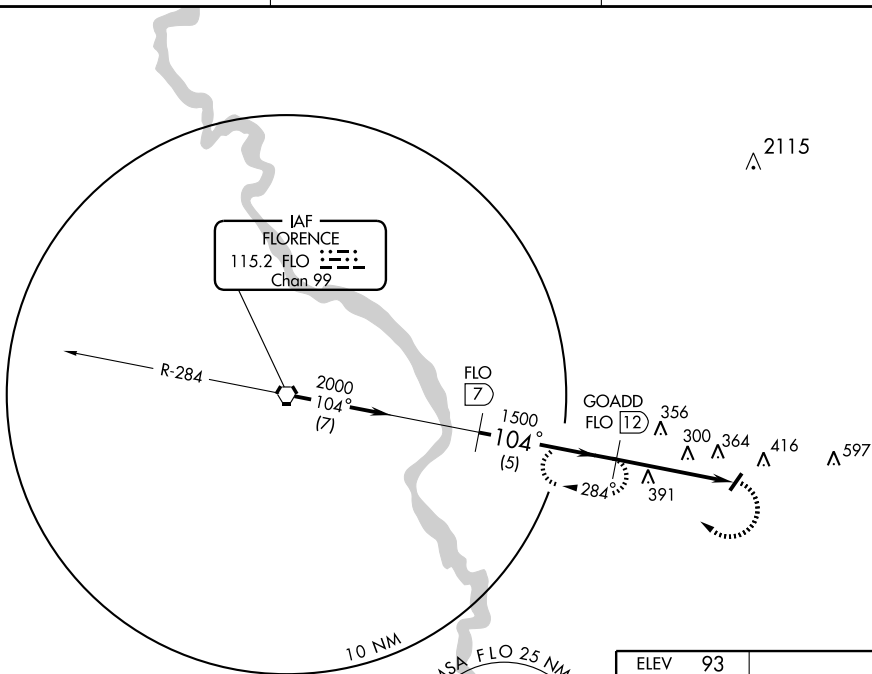
Use Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via FLO R-104 to GOADD 12 DME and hold.

AWOS-3
119.875

FLORENCE APP CON ★
135.25 316.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D						
CIRCLING	820-1	727 (800-1)	820-2 727 (800-2)	820-2 $\frac{1}{4}$ 727 (800-2 $\frac{1}{4}$)	Knots	60	90	120	150	180
					Min:Sec					

MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

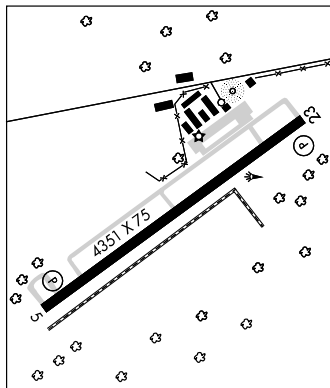
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgtg opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

WAAS CH 63210 W05A	APP CRS 050°	Rwy Idg TDZE 73 Apt Elev 73	4351
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RNAV (GPS) RWY 5

MONCKS CORNER/ BERKELEY COUNTY (MKS)

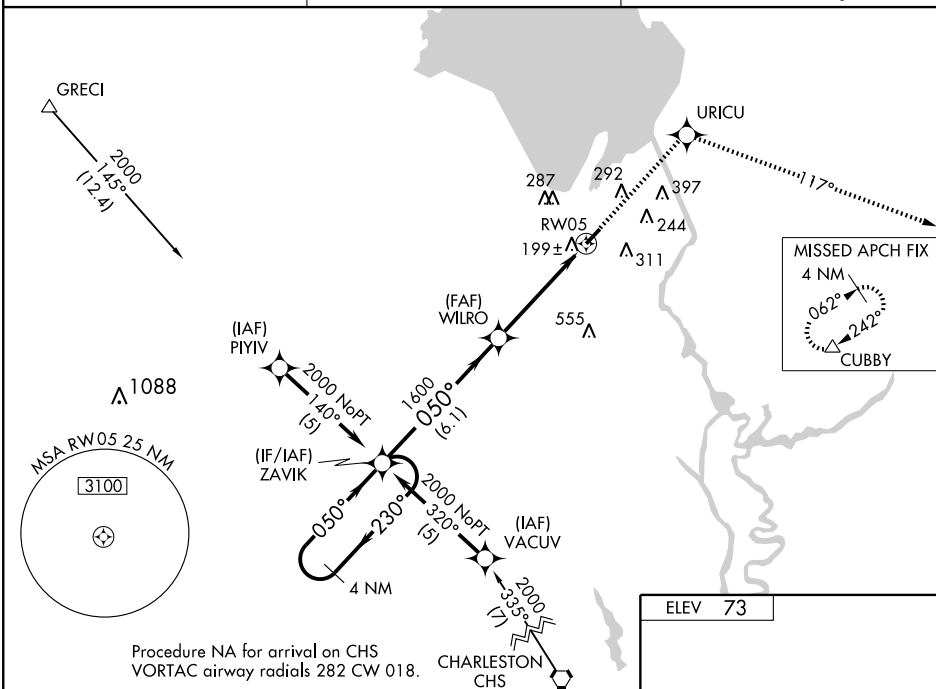
▼ Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

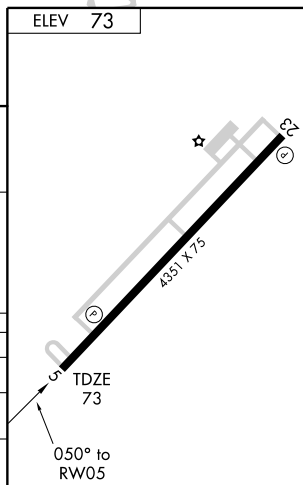
AWOS-3
119.175

CHARLESTON APP CON
135.8 379,925

UNICOM
123.05 (CTAF) 1



4 NM Holding Pattern				ZAVIK	WILRO	2000 ↑	URICU ✧	117° TRK	CUBBY △
2000 ← 230° 050° →				050°	1600	*1.3 NM to RW05		*LNAV only	
GS 3.00° TCH 46				1600		RW05			
				6.1 NM	3.3 NM	1.3 NM			
CATEGORY	A		B		C		D		
LPV DA	407-1¼		334 (400-1¼)						
LNAV/ VNAV DA	469-1½		396 (400-1½)						
LNAV MDA	520-1	447 (500-1)			520-1¼ 447 (500-1¼)	520-1½ 447 (500-1½)			
CIRCLING	520-1 447 (500-1)	620-1 547 (600-1)		620-1½ 547 (600-1½)		640-2 567 (600-2)			



MIRL Rwy 5-23 1

APP CRS **230°**
 Rwy ldg **4351**
 TDZE **73**
 Apt Elev **73**

RNAV (GPS) RWY 23

MONCKS CORNER/ BERKELEY COUNTY (MKS)

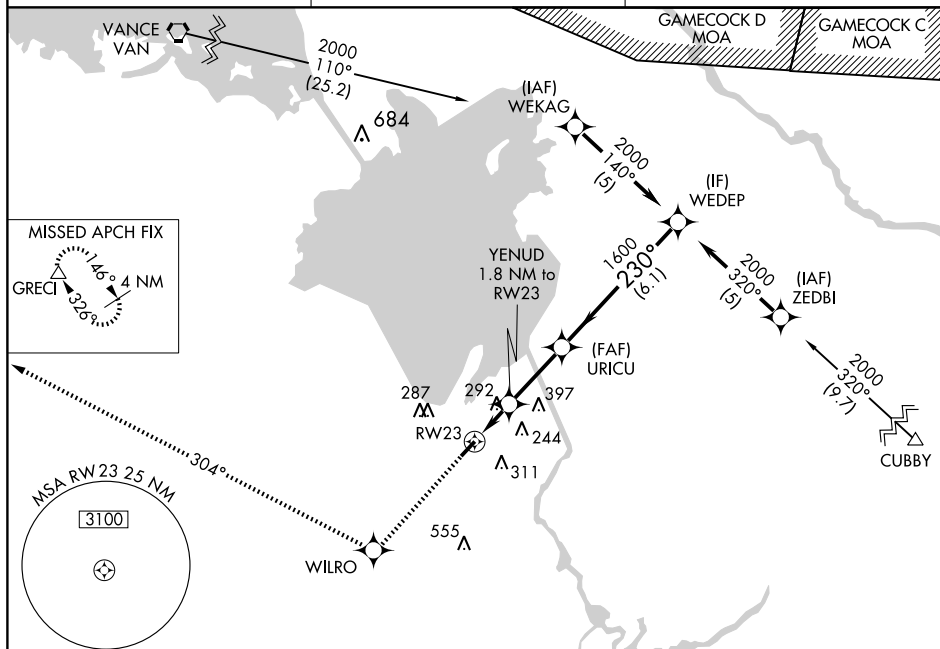
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters
▲ NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3
119.175

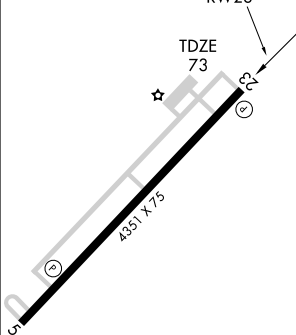
CHARLESTON APP CON
135.8 379.925

UNICOM
123.05 (CTAF) 0



ELEV **73**

230° to RW23
 TDZE 73



MIRL Rwy 5-23 0

2000	WILRO	304° TRK	GRECI	WEDEP
URICU				
YENUD 1.8 NM to RW23				
RW23				
680 3.04° TCH 57				
1600 230° 2000				
1.8 NM 2.8 NM 6.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	560-1	487 (500-1)	560-1¼ 487 (500-1¼)	560-1½ 487 (500-1½)
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MONCKS CORNER, SOUTH CAROLINA

Orig 09127

MONCKS CORNER/ BERKELEY COUNTY (MKS)

33°11'N-80°02'W

RNAV (GPS) RWY 23

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg TDZE Apt Elev	N/A N/A 73
--	------------------------	-----------------------------	---------------------------------------

VOR/DME-A

MONCKS CORNER/ BERKELEY COUNTY (MKS)

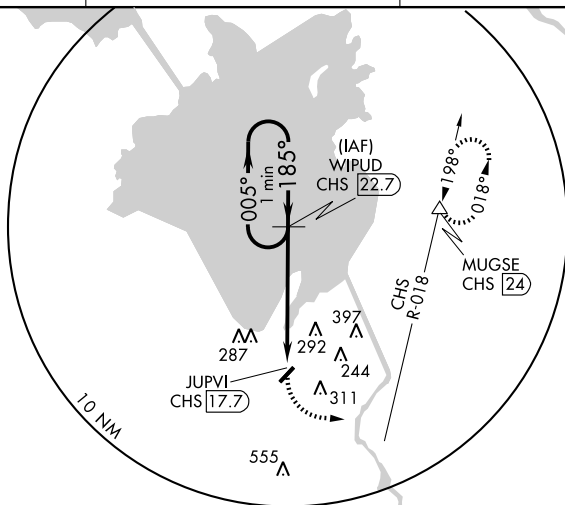
NA Circling to Rwy 23 NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3
119.175

CHARLESTON APP CON
135.8 379.925

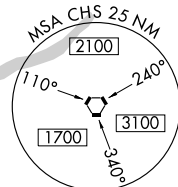
UNICOM
123.05 (CTAF) **0**



△
1088

CHARLESTON
113.5 CHS
Chan 82

2000 to WIPUD
005°
(22.7)



One Minute
Holding Pattern

WIPUD
CHS (22.7)

2000 ← 005°
185° →

185°

2000
HDG 050°
CHS R-018
113.5

MUGSE
△

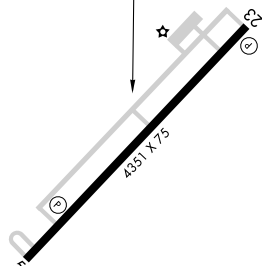
JUPVI
CHS (17.7)

5 NM

CATEGORY	A	B	C	D
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

ELEV 73

185° 5 NM
from FAF



MIRL Rwy 5-23 **0**

MONCKS CORNER, SOUTH CAROLINA

MONCKS CORNER/ BERKELEY COUNTY (MKS)

Orig 09127

33°11'N-80°02'W

VOR/DME-A

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

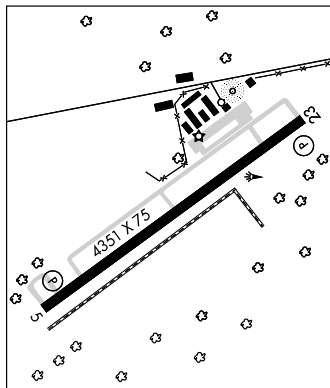
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgtg opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

WAAS
CH **62817**
W17A

APP CRS
174°

Rwy Idg **3700**
TDZE **12**
Apt Elev **12**

RNAV (GPS) RWY 17

MT PLEASANT RGNL-FAISON FIELD (LRO)

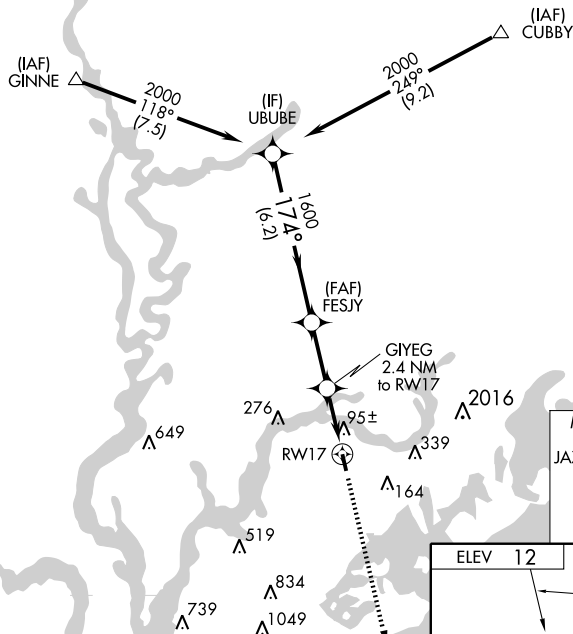
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA with Charleston AFB/Intl altimeter setting. VDP NA with Charleston AFB/Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct JAXOV and hold, continue climb-in-hold to 3000.

AWOS-3
118.625

CHARLESTON APP CON
135.8 379.925

UNICOM
122.7 (CTAF) ①

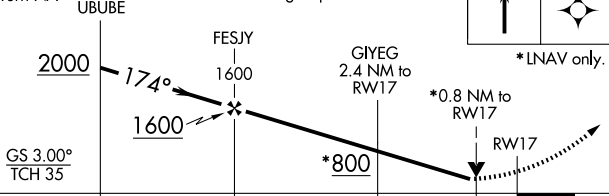


Procedure
Turn NA

VGSI and RNAV
glidepath not coincident.

3000
↑

JAXOV
✱

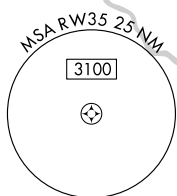
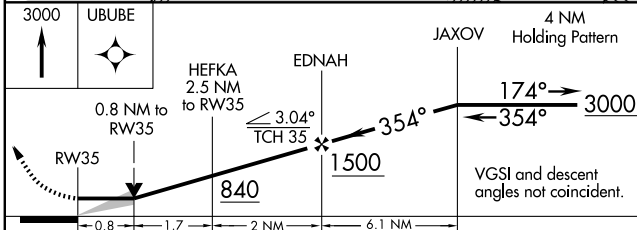


CATEGORY	A	B	C	D
LPV DA		307-1	295 (300-1)	NA
LNAV/VNAV DA	389-1¼	377 (400-1¼)		NA
LNAV MDA	360-1	348 (400-1)		NA
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

MIRL Rwy 17-35 ①

RNAV (GPS) RWY 35
MT PLEASANT RGNL-FAISON FIELD (LRO)

MISSED APPROACH: Climb to 3000 direct UBUBE and hold, continue climb-in-hold to 3000.

UNICOM
122.7 (CTAF) **L**[illegible]

CATEGORY	A	B	C	D
LNAV MDA	360-1 348 (400-1)			NA
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

VORTAC CHS 113.5 Chan 82	APP CRS 094°	Rwy Idg TDZE Apt Elev 12	N/A N/A 12
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VOR/DME-A

MT PLEASANT RGNL-FAISON FIELD (LRO)

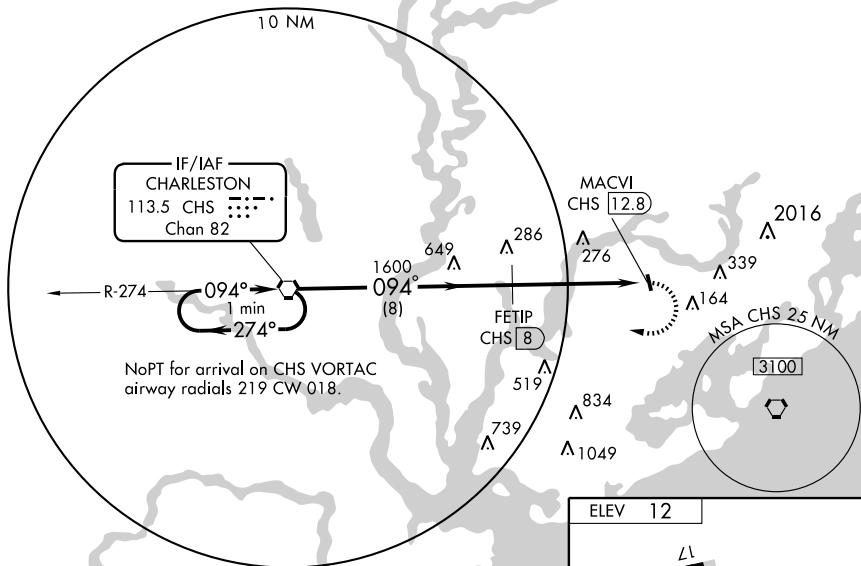
⚠ When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3
118.625

CHARLESTON APP CON
135.8 379.925

UNICOM
122.7 (CTAF) 0



One Minute
Holding Pattern

VORTAC

3000

274°

094°

094°

1600

8 NM

4.8 NM

FETIP
CHS 8

MACVI
CHS 12.8

3000 CHS
113.5

094° 4.8 NM
from FAF

CATEGORY	A	B	C	D
CIRCLING	540-1	528 (600-1)	540-1½ 528 (600-1½)	NA

MIRL Rwy 17-35 0

MOUNT PLEASANT, SOUTH CAROLINA

Amdt 1 06MAY10

MT PLEASANT RGNL-FAISON FIELD (LRO)

32°54'N - 79°47'W

VOR/DME-A

SE-2, 21 OCT 2010 to 18 NOV 2010

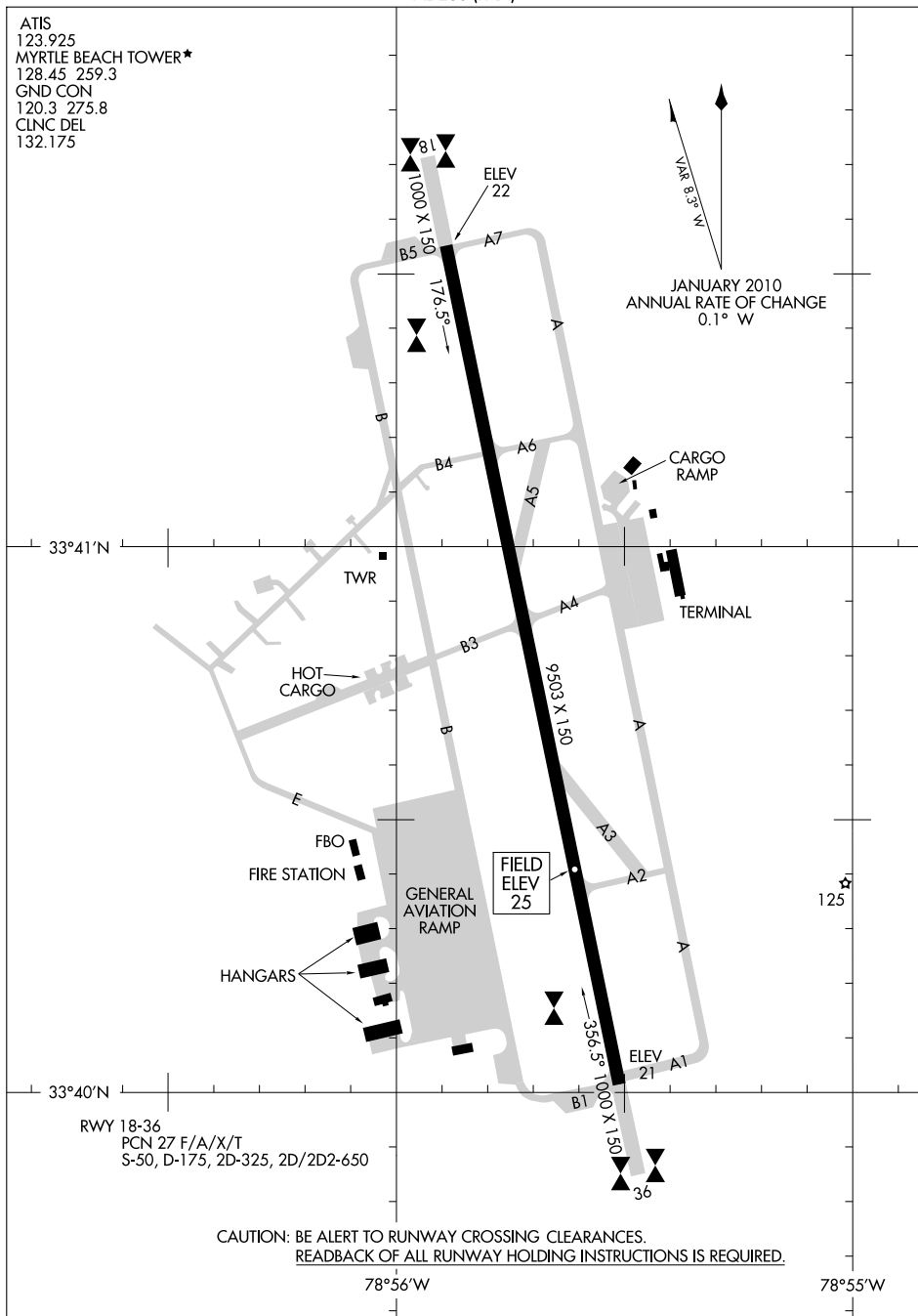
AIRPORT DIAGRAM

AL-280 (FAA)

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA

ATIS
123.925
MYRTLE BEACH TOWER★
128.45 259.3
GND CON
120.3 275.8
CLNC DEL
132.175

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MYRTLE BEACH, SOUTH CAROLINA
MYRTLE BEACH INTL (MYR)

MONCK'S CORNER

BERKELEY CO (MKS) 1 SW UTC-5(-4DT) N33°11.13' W80°02.18'

CHARLOTTE

73 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-241

RWY 05-23: H4351X75 (ASPH) S-26, D-38 MIRL

IAP

RWY 05: PAPI(P2L)—GA 3.0°TCH 46'. Tree.

RWY 23: PAPI(P2L)—GA 3.0°TCH 43'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†.

ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (843) 761-1486.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

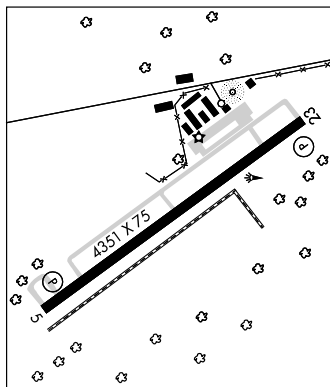
CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66'

W80°02.27' 005° 17.4 NM to fld. 39/05W.

HIWAS.

MONCK'S CORNER NDB (MHW) 354 MKS N33°11.46' W80°02.01'

at fld. NOTAM FILE AND.



MT PLEASANT RGNL-FAISON FLD (LRO) 9 NE GMT-5(-4DT) N32°53.87' W79°46.97'

CHARLOTTE

12 B FUEL 100LL, JET A TPA-1000(988) NOTAM FILE AND

L-241

RWY 17-35: H3700X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. RWY 35: PAPI (P4L)—GA 4.0° TCH 27'. Rgt tfc.

AIRPORT REMARKS: Attended 1100-0100Z†. Deer and birds on and in/ov arpt. Two 2000' towers approximately 4-6 miles E of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (843) 849-0438.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHARLESTON APP/DEP CON 135.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 094° 12.9 NM to fld. 39/05W.

HIWAS.

MURRY N33°58.03' W81°14.68' NOTAM FILE CAE.

CHARLOTTE

NDB (LOM) 362 CA 112° 6.5 NM to Columbia Metropolitan. LOM unmonitored.

I-241

MYRTLE BEACH INTL (MYR) 3 SW UTC-5(-4DT) N33°40.79' W78°55.70'

CHARLOTTE

25 B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE AND

H-9C, 12G, L-241, 35B

RWY 18-36: H9503X150 (ASPH-CONC-GRVD) S-50, D-175, 2D-325, 2D/2D2-650

IAP, AD

PCN 27 F/A/X/T HIRL

RWY 18: MALSR. PAPI(P4L). P-line. Rgt tfc.

RWY 36: MALSF. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Gulls on and in/ov arpt. Rwy 18-36 concrete first 1000' both ends. No approval required for pushback at terminal gates; push is at pilots discretion; remain clear of twys. U.S. customs user fee arpt. U.S. Customs svc avbl Mon-Fri 1300-2200Z†, other times PPR and fee charged. Arpt lgtg opr dusk-0500Z†. When twr clsd ACTIVATE HIRL Rwy 18-36—CTAF. Rwy 18 touchdown and rollout runway visual range avbl. Rwy 36 touchdown and rollout runway visual range avbl.

WEATHER DATA SOURCES: AWOS-3 124.5 (843) 238-0335. LAWRS.

COMMUNICATIONS: CTAF 128.45 ATIS 123.925 UNICOM 122.95

Ⓡ APP/DEP CON 127.4 (171°-321°) 119.2 (322°-170°) (1100-0400Z†)

JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

TOWER 128.45 (1100-0400Z†) GND CON 120.3 CLNC DEL 132.175 (Key mike 4 times to activate Clnc Del)

AIRSPACE: CLASS C svc 1100-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

GRAND STRAND (L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' 235° 13 NM to fld. 20/03W.

ILS 109.5 I-MYR Rwy 18. MM OTS indef.

ILS 111.9 I-BSQ Rwy 36. Class IE.

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC I-MYR 109.5	APP CRS 174°	Rwy Idg TDZE Apt Elev	9503 23 25
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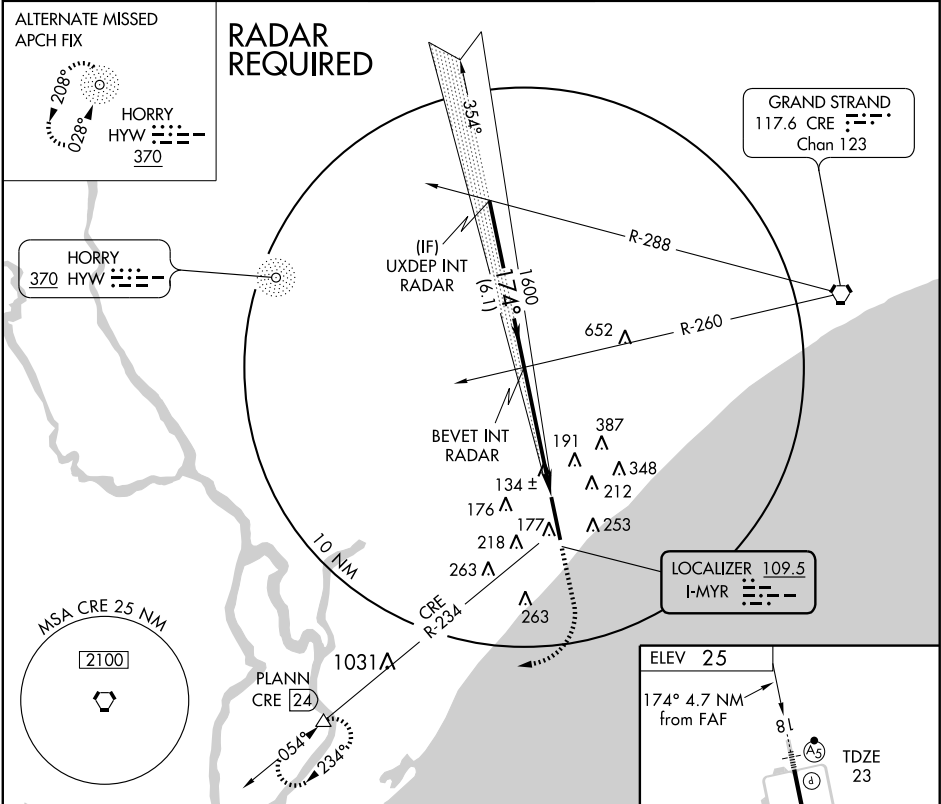
Circling NA east of Rwy 18-36. DME required.	MALSR 	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via CRE VORTAC R-234 to PLANN/24 DME and hold.
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ATIS 123.925	MYRTLE BEACH APP CON ★ (171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	MYRTLE BEACH TOWER ★ 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 132.175	UNICOM 122.95
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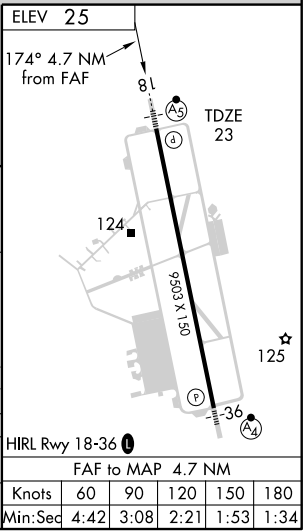
ALTERNATE MISSED
APCH FIX

HORRY
HYW 370

RADAR REQUIRED



UXDEP INT RADAR		BEVET INT RADAR		800	3000	PLANN
GS 3.00° TCH 48		1600		6.1 NM		
				4.7 NM		
CATEGORY	A	B	C	D		
S-ILS 18	223/24 200 (200-½)					
S-LOC 18	400/24 377 (400-½)				400/40 377 (400-¾)	
CIRCLING	480-1 455 (500-1)		580-1½ 555 (600-1½)		580-2 555 (600-2)	



ILS or LOC RWY 18

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BSQ <u>111.9</u>	APP CRS 354°	Rwy Idg TDZE Apt Elev	9503 25 25
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AL-280 (FAA)

ILS or LOC RWY 36
MYRTLE BEACH INTL (MYR)

T Inoperative table does not apply to S-LOC 36 Cat C.
Circling NA east of Rwy 18-36.

MALSF

MISSED APPROACH: Climb to 3000 via heading 352° to KOOKE INT/CRE 16 DME and hold.

ATIS 123.925	MYRTLE BEACH APP CON★ (171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	MYRTLE BEACH TOWER★ 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 132.175	UNICOM 122.95
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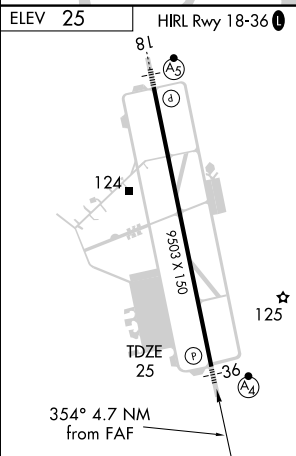
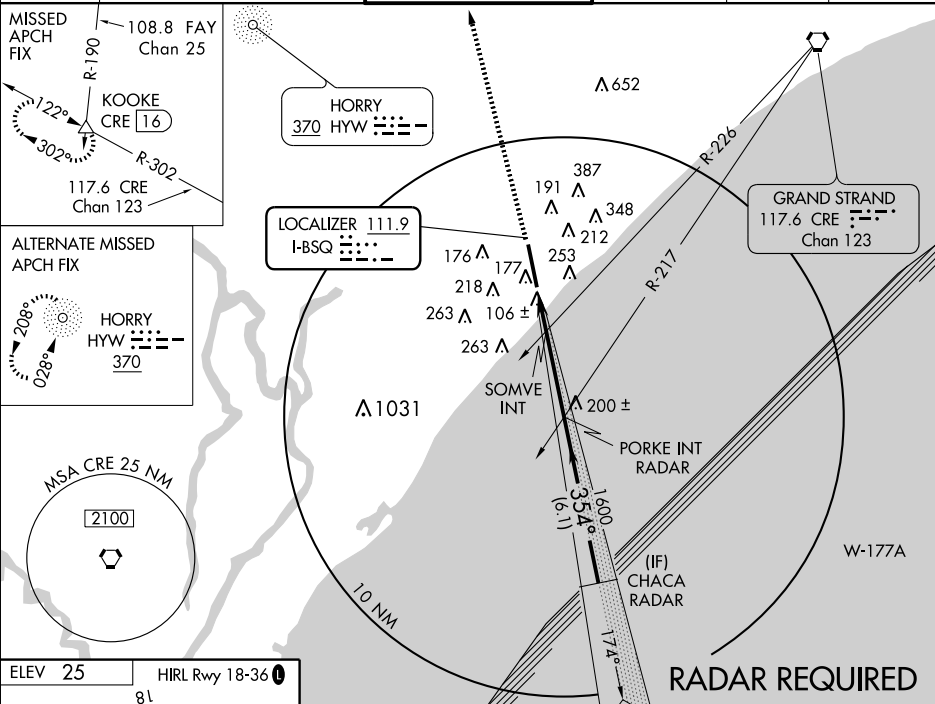


Diagram illustrating a flight path and associated frequencies for a VOR/DME station. The path starts at a heading of 352° (LOC Only) and turns to 354°. Key distances are 1.6 NM, 3.1 NM, and 6.1 NM. Frequencies are 460/40, 460/60, 460-1, 460-1 1/2, 460-2, 580-1, 580-1 1/2, 580-2, 555 (600-1 1/2), and 555 (600-2).

CATEGORY	A	B	C	D
S-ILS 36	225/40 200 (200-¾)			
S-LOC 36	460/40	435 (500-¾)	460/60 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	480-1	455 (500-1)	580-1½ 555 (600-1½)	580-2 555 (600-2)

SOMVE FIX MINIMUMS

S-LOC 36	360/40	335 (400-¾)	360/50 335 (400-1)
CIRCLING	480-1	455 (500-1)	580-2 555 (600-2)

MYRTLE BEACH, SOUTH CAROLINA

Amdt 2 23SEP10

MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 36

33° 41' N-78° 56' W

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

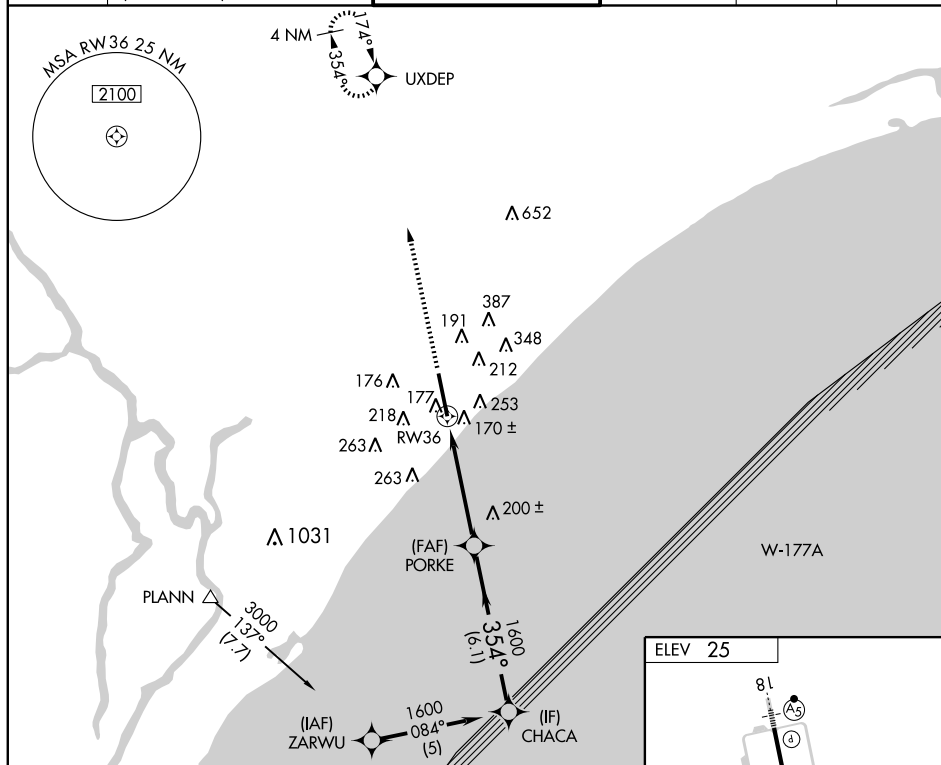
WAAS CH 93719 W36A	APP CRS 354°	Rwy Idg TDZE 25 Apt Elev 25	9503
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AL-280 (FAA)

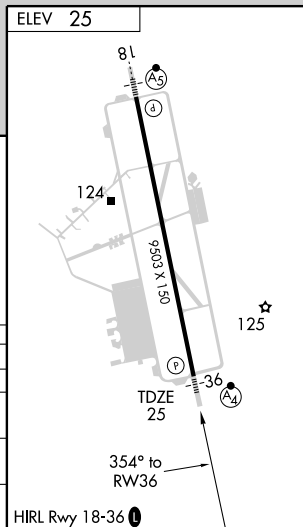
RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

▼ Inoperative table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cat C. Circling NA east of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.			MALSF 	MISSED APPROACH: Climb to 2000 direct UXDEP and hold.	
ATIS 123.925	MYRTLE BEACH APP CON* (171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	MYRTLE BEACH TOWER* 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 132.175	UNICOM 122.95



2000	UXDEP	VGSI and RNAV glidepath not coincident.				Procedure Turn NA
*LNAV Only						GS 3.00° TCH 52
CATEGORY	A	B	C	D		
LPV DA	225/40		200 (200-¾)			
LNAV/VNAV DA	431-1½		406 (500-1½)			
LNAV MDA	520/40	495 (500-¾)	520/60	520-1½		
			495 (500-1¼)	495 (500-1½)		
CIRCLING	520-1	495 (500-1)	580-1½	580-2		
			555 (600-1½)	555 (600-2)		



MYRTLE BEACH, SOUTH CAROLINA

33° 41'N-78° 56'W

MYRTLE BEACH INTL (MYR)

Amdt 2 23SEP10

RNAV (GPS) RWY 36

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE 117.6 Chan 123	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 25
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AL-280 (FAA)

VOR/DME-A

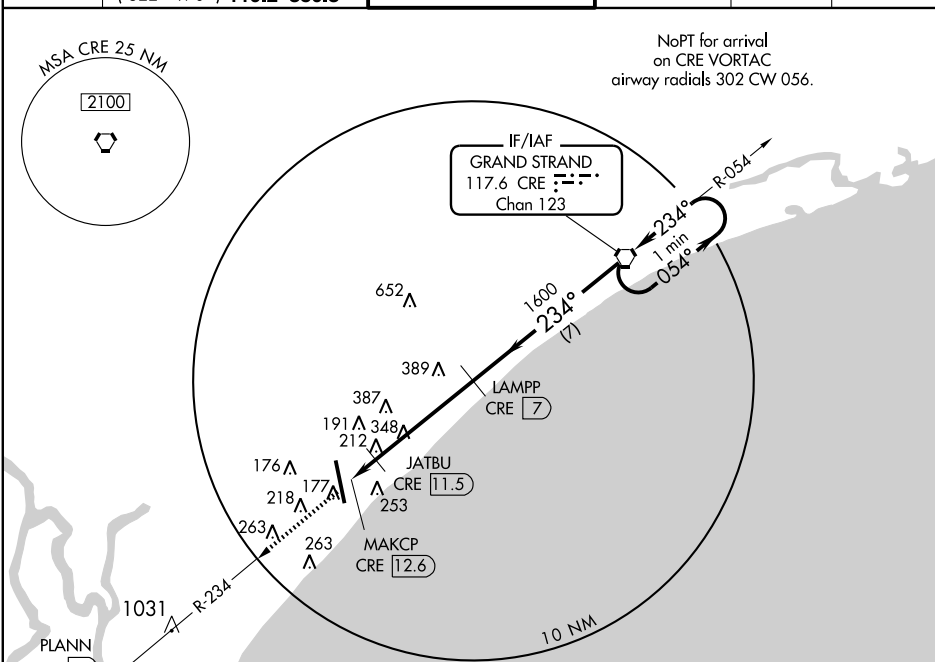
MYRTLE BEACH INTL (MYR)



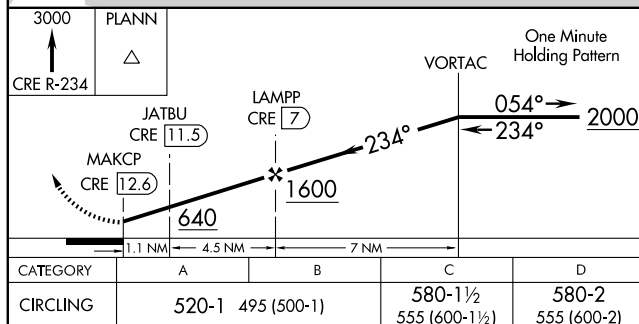
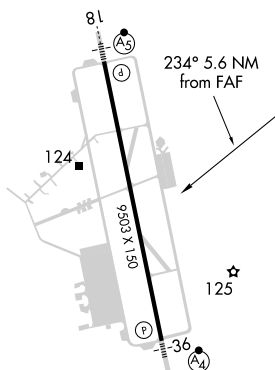
Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via CRE VORTAC
R-234 to PLANN/CRE 24 DME and hold.

ATIS 123.925	MYRTLE BEACH APP CON ★ (171°-321°) 127.4 257.95 (322°-170°) 119.2 350.3	MYRTLE BEACH TOWER ★ 128.45 (CTAF) 0259.3	GND CON 120.3 275.8	CLNC DEL 132.175	UNICOM 122.95
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ELEV 25



HIRL Rwy 18-36

MYRTLE BEACH, SOUTH CAROLINA

Amdt 1 23SEP10

33° 41' N-78° 56' W

MYRTLE BEACH INTL (MYR)

VOR/DME-A

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

NEWBERRY COUNTY (EOE) 3 N UTC-5(-4DT) N34°18.56' W81°38.44'

CHARLOTTE

570 B S4 FUEL 100LL NOTAM FILE AND

L-24J

RWY 04-22: H4000X75 (ASPH) D-30 MIRL 0.9% up NE

IAP

RWY 04: PAPI(P2L)—GA 3.15° TCH 42'.

RWY 22: PAPI(P2L)—GA 3.15° TCH 43'. Rgt t/c.

AIRPORT REMARKS: Unattended. Fuel self-serve. Deer on invof arpt.

ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.275 (803) 276-2419.

COMMUNICATIONS: CTAF/UNICOM 122.8

COLUMBIA APP/DEP CON 133.4

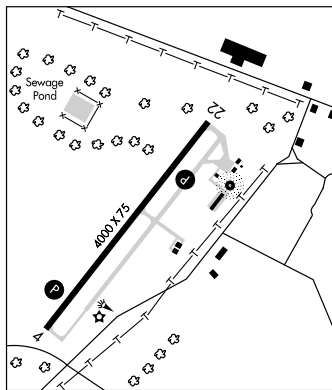
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 083° 25.8 NM to fld. 630/01W.

ENOREE NDB (MHW) 278 EOE N34°18.69' W81°38.16' at fld.

NOTAM FILE AND. NDB unmonitored.

**NORTH AF AUX** (XNO)(KXNO) AF 2 NE UTC-5(-4DT) N33°36.57' W81°04.87'

CHARLOTTE

321 B NOTAM FILE AND Not insp.

H-9B, L-24J

RWY 06-24: H1000X150 (ASPH-GRVD) PCN 60 F/A/W/T HIRL

IAP, DIAP, AD

RWY 06: Thld dsplcd 1000'. RWY 24: Thld dsplcd 1000'.

RWY 05-23: H3493X90 (ASPH-GRVD) PCN 97 F/B/W/T

MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 06-24—131.1. Rotating bcen off during lgt out training.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. RSTD Rwy 05-23 CLOSED 1300-1500Z± monthly 3rd Thu. Rwy 06-24 CLOSED 1601-2100Z± monthly 3rd Thu. Rwy 06 and Rwy 24 takeoff distance avbl 9000', landing distance avbl 8000'. Rwy condition reading not avbl. Twy D clsd during box-in-one ops to Rwy 23. Opr rstd during Bird Watch Condition MODERATE (tkf or ldg permission only when dep/arr route avoid ident bird act, no local IFR/VFR t/c pattern activity) and SEVERE (tkf and ldg prohibited without OG/CC approval), ctc twr for current Bird Watch Condition. Minimum 2 week prior coordinate rqr for all users. Point of ctc is Charleston AFB, 437 OSS/OSO, DSN 673-5554, C843-963-5554. All aircrews will ctc North Drop Zone on 118.15 235.775 prior to 5 NM to DZ. This airspace is subject to be rstd by NOTAM. Rwy 06-24, no 180° star turns on asphalt, conduct all turns on concrete ends. IFR opr limited to 1 acft on app/dep at a time. **CAUTION** Intense heavy Mil jet and miscellaneous acft executing numerous cargo and personnel drops, hi-speed lo-level formation flt, and air/land opr. Rwy 06-24 NW tree line 750' from rwy centerline. Rwy 06-24 large ditch 350' from rwy centerline at midfield on NW side rwy. Intense gnd training on reservation. Rwy 05-23 used as ldg zone 3500' x 90'. Rwy condition reading not avbl. **TFC PAT** TPA—Rectangular 1300(979), Overhead 1800(1479). **NS ABTMT** Overflight of North, SC prohibited. **MISC** Twr limited to advisory svc only. VFR only. Cancel IFR clnc with Columbia APP prior to opr at North AF Aux. Alfd surface observations are derived from non-augmented ASOS. Local PMSV unavbl, contact Charleston METRO-233.95.

WEATHER DATA SOURCES: ASOS 118.525.

COMMUNICATIONS: CTAF 118.15 235.775

COLUMBIA APP/DEP 124.15 338.2

TWR 118.15 235.775 GND 118.15 235.775 COLUMBIA CLNC DEL 120.475

AIRSPACE: CLASS D Effective by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.23' 187° 14.9 NM to fld. 400/02W.

COMM/NAV/WEATHER REMARKS: Mobile Microwave Landing System VMC only.

NDB EOE 278	APP CRS 213°	Rwy Idg TDZE Apt Elev	4000 570 570
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NDB RWY 22

NEWBERRY COUNTY (EOE)

T
A When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3
124.275

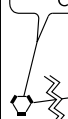
COLUMBIA APP CON
133.4 285.6

UNICOM
122.8 (CTAF)

MSA EOE 25 NM

3000

GREENWOOD
115.5 GRD
Chan 102



3000
083°
(26)

IAF
ENOREE
278 EOE

3000
056°
(15.2)

CHATT

ELEV **570**

213° to
EOE NDB

TDZE
570

4000 X 75

0.9% Up

MIRL Rwy 4-22

1800

3000

EOE

278

Remain
within 10 NM

NDB

033°

213°

2500

CATEGORY

A

B

C

D

S-22

1100-1 530 (600-1)

NA

CIRCLING

1100-1 530 (600-1)

NA

APP CRS	Rwy Idg	4000
044°	TDZE	558
	Apt Elev	570

RNAV (GPS) RWY 4

NEWBERRY COUNTY (EOE)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.
▲ VDP NA when using Greenwood County altimeter setting.

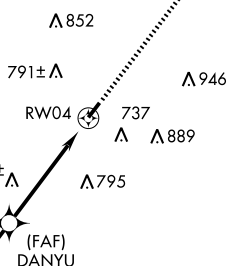
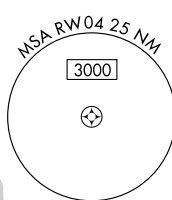
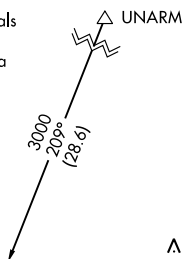
MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3
124.275

COLUMBIA APP CON
133.4 285.6

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrivals at UNARM via V454 northeast bound and via V53 northwest bound.



(IAF) HORUX

(IF/IAF) TAKTE

(IAF) SODKE

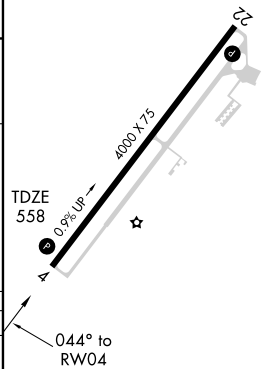
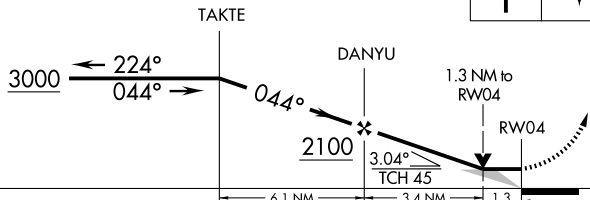
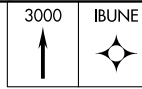
Procedure NA for arrivals at WIDER via V155 northeast bound and via V53 southeast bound.

▲ 1168

WIDER

ELEV 570

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	1000-1	442 (500-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

MIRL Rwy 4-22 **0**

10210

AIRPORT DIAGRAM

AL-5097 (FAA)

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NORTH MYRTLE BEACH, SOUTH CAROLINA

ATIS

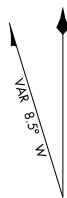
119.625

STRAND TOWER ★

124.6 257.6

GND CON

121.8 257.6



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV
29

33° 49'N

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

FIELD
ELEV
31

5997 X 100

054.6°

HANGAR
FBO
HANGARS
TERMINAL
HANGAR

TWR

△ 200

RWY 05-23
S-30, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

78° 44'W

78° 43'W

33° 48'N

AIRPORT DIAGRAM

10210

NORTH MYRTLE BEACH, SOUTH CAROLINA
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NORTH MYRTLE BEACH

GRAND STRAND (CRE) 1 NW UTC-5(-4DT) N33°48.71' W78°43.44'

32 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5997X100 (ASPH) S-30, D-60 HIRL

RWY 05: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Tree.

RWY 23: MALSR. Tree. PAPI (P2L)—GA 2.98° TCH 55'. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0300Z†. Gulls on and invof arpt. Extensive banner tow ops from arpt along coastline 10 NM NE to 20 SW. After 0500Z† ACTIVATE HIRL Rwy 05-23, REIL Rwy 05, and MALSR Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS (843) 361-2802.

COMMUNICATIONS: CTAF 124.6 ATIS 119.625 UNICOM 122.95

RCO 122.1R 117.6T (ANDERSON RADIO)

RCO 123.6 (ANDERSON RADIO)

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†) JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

STRAND TOWER 124.6 (1200-0200Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0200Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

(L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' at fld. 20/03W. DME unusable 294°-010°
byd 20 NM. VOR portion unusable 303°-312°.

CALAB NDB (LOM) 267 CR N33°53.12' W78°37.80' 233° 6.4 NM to fld

ILS 111.7 I-CRE Rwy 23. LOM CALAB NDB. BC unusable.

OCONEE COUNTY RGNL (See CLEMSON)

ORANGEBURG

DRY SWAMP (1DS) 6 S UTC-5(-4DT) N33°23.27' W80°54.67'

180 S4 FUEL 100LL NOTAM FILE AND

RWY 02-20: 2900X60 (TURF)

RWY 02: Thld dspcd 900'. Tree. RWY 20: Thld dspcd 900'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z†. Glider ops on and invof arpt.

COMMUNICATIONS: CTAF 122.9

ORANGEBURG MUNI (OGB) 2 S UTC-5(-4DT) N33°27.42' W80°51.56'

195 B FUEL 100LL, JET A NOTAM FILE OGB

RWY 17-35: H5399X100 (ASPH) S-30, D-75 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'. Tree.

RWY 35: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'.

RWY 05-23: H4508X100 (ASPH) S-30, D-50 MIRL 0.6% up NE

RWY 05: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 23: REIL. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1400-2100Z†
clsd Sun. ACTIVATE ODALS Rwy 17 and Rwy 35, REIL Rwy 05 and
Rwy 23, Rwy 17 and Rwy 35, MIRL Rwy 05-23 and Rwy 17-35—
CTAF. VASI Rwy 05, ODALS Rwy 05 and PAPI Rwy 17 and Rwy 35
opr continuously.

WEATHER DATA SOURCES: ASOS 118.525 (803) 536-3901.

COMMUNICATIONS: CTAF/UNICOM 122.7

® COLUMBIA APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OGB.

EDISTO (T) VOR/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' at fld. 189/05W.

CHARLOTTE

H-9C, 12G, L-35A

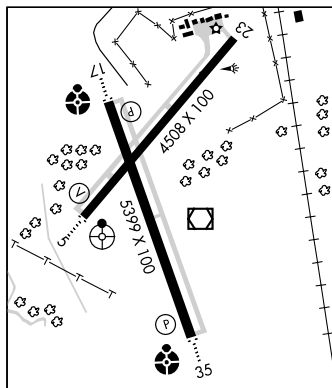
IAP, AD

CHARLOTTE

CHARLOTTE

H-9B, 12G, L-24I

IAP



LOC I-CRE 111.7	APP CRS 234°	Rwy Idg TDZE Apt Elev	5997 29 31
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ILS or LOC/DME RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. DME from CRE VORTAC. Simultaneous reception of I-CRE and CRE DME Required.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold.

ATIS
119.625

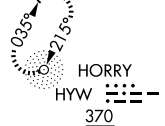
MYRTLE BEACH APP CON ★
119.2 350.3

STRAND TOWER ★
124.6 (CTAF) 0 257.6

GND CON
121.8 257.6

UNICOM
122.95

ALTERNATE MISSED
APCH FIX

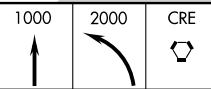


GRAND STRAND
117.6 CRE ---
Chan 123

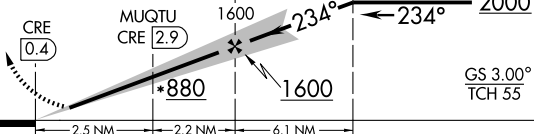
649 Δ

652 Δ

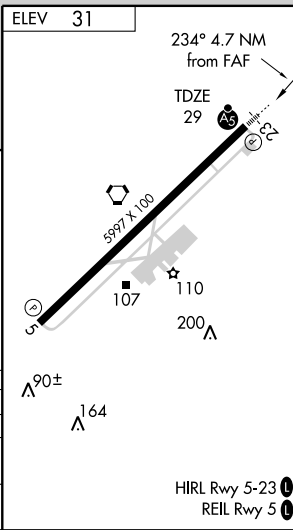
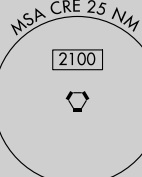
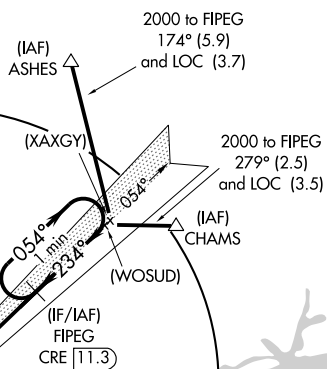
Myrtle Beach Intl



* LOC only.



CATEGORY	A	B	C	D
S-ILS 23	229-½ 200 (200-½)			
S-LOC 23	380-½ 351 (400-½)		380-¾ 351 (400-¾)	
CIRCLING	520-1 489 (500-1)	520-1½ 489 (500-1½)		720-2¼ 689 (700-2¼)



WAAS CH 82519 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev	5997 31 31
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RNAV (GPS) RWY 5

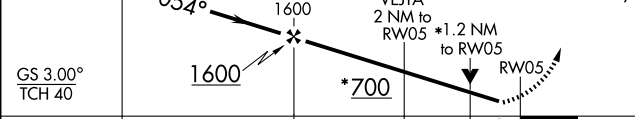
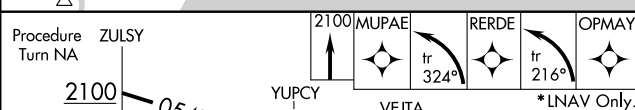
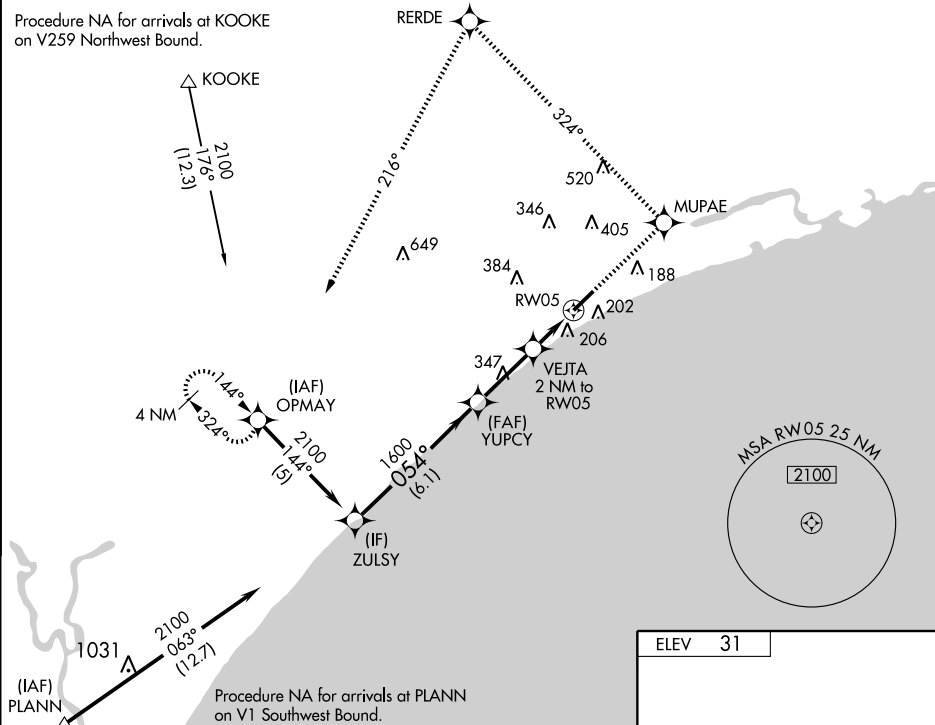
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

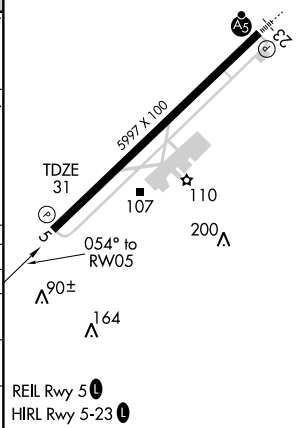
MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS 119.625	MYRTLE BEACH APP CON * 119.2 350.3	STRAND TOWER * 124.6 (CTAF) 257.6	GND CON 121.8 257.6	UNICOM 122.95
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Procedure NA for arrivals at KOOKE on V259 Northwest Bound.



CATEGORY	A	B	C	D
LPV DA	281-1		250 (300-1)	
LNAV/VNAV DA	496-1 ³ / ₄		465 (500-1 ³ / ₄)	
LNAV MDA	460-1	429 (500-1)	460-1 ¹ / ₄ 429 (500-1 ¹ / ₄)	460-1 ¹ / ₂ 429 (500-1 ¹ / ₂)
CIRCLING	520-1	489 (500-1)	520-1 ¹ / ₂ 489 (500-1 ¹ / ₂)	720-2 ¹ / ₄ 689 (700-2 ¹ / ₄)



NORTH MYRTLE BEACH, SOUTH CAROLINA

Orig 23SEP10

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

33° 49' N-78° 44' W

RNAV (GPS) RWY 5

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42819 W23A	APP CRS 234°	Rwy Idg TDZE 29 Apt Elev 31
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RNAV (GPS) RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

▼ Baro-VNAV NA when using Myrtle Beach Intl altimeter setting.
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and MDA 40 feet.



MISSED APPROACH: Climb to 2000
 direct RINRE and right turn on track
 324° to POZEF and right turn on track
 072° to OTCEN and hold.

ATIS
119.625

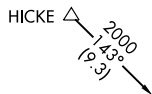
MYRTLE BEACH APP CON ★
119.2 350.3

STRAND TOWER ★
124.6 (CTAF) 0 257.6

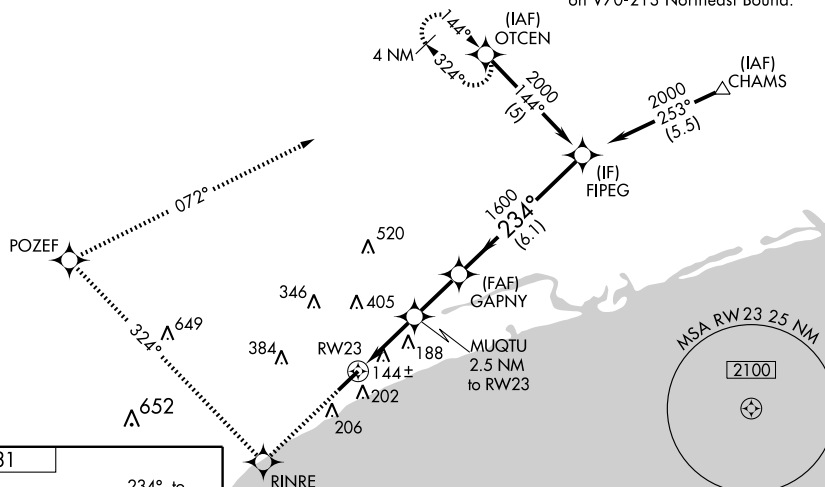
GND CON
121.8 257.6

UNICOM
122.95

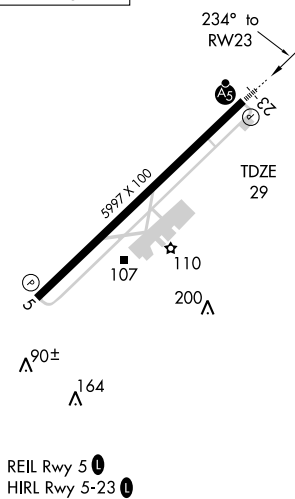
Procedure NA for arrivals at
 HICKE on V136 Northbound.



Procedure NA for arrivals at CHAMS
 on V70-213 Northeast Bound.



ELEV **31**



2000				FIPEG Procedure Turn NA			
RINRE	POZEF	OTCEN					
tr 324°	tr 072°						
*LNAV Only.							
RW23				RW23			
*1.2 NM to RW23				*880			
2.5 NM to RW23				1600			
1.2				6.1 NM			
A				B			
LPV DA				229-1/2 200 (200-1/2)			
LNAV/VNAV DA				445-1 416 (500-1)			
LNAV MDA				460-1/2 431 (500-1/2) 460-3/4 431 (500-3/4) 460-1 431 (500-1)			
CIRCLING				520-1 489 (500-1) 520-1 1/2 489 (500-1 1/2) 720-2 1/4 689 (700-2 1/4)			

NORTH MYRTLE BEACH, SOUTH CAROLINA

Orig 23SEP10

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

33° 49'N - 78° 44'W

RNAV (GPS) RWY 23

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE 117.6	APP CRS 043°	Rwy Idg TDZE 31	5997
Chan 123		Apt Elev 31	

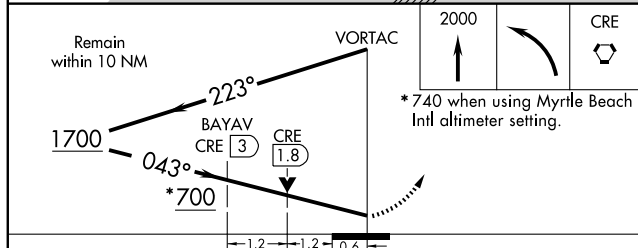
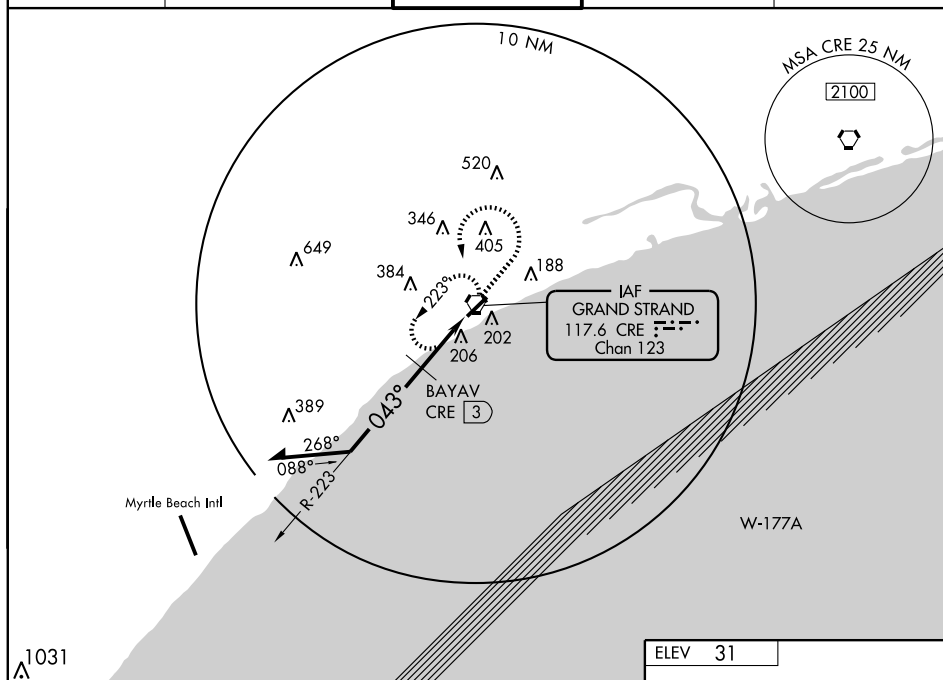
VOR RWY 5

NORTH MYRTLE BEACH/GRAND STRAND(CRE)

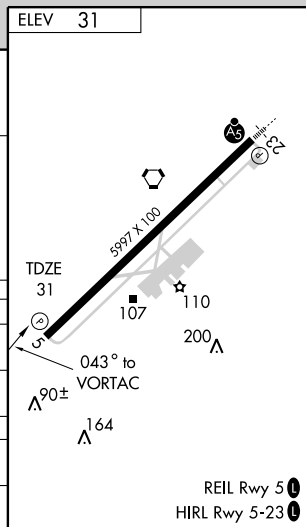
▼ Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet; increase S-5 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS 119.625	MYRTLE BEACH APP CON ★ 119.2 350.3	STRAND TOWER ★ 124.6 (CTAF) 0 257.6	GND CON 121.8 257.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-5	700-1	669 (700-1)	700-1¾ 669 (700-1¾)	700-2 669 (700-2)
CIRCLING	700-1	669 (700-1)	700-1¾ 669 (700-1¾)	720-2¼ 689 (700-2¼)
BAYAV FIX MINIMUMS				
S-5	460-1	429 (500-1)	460-1½ 429 (500-1½)	460-1½ 429 (500-1½)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)



VORTAC CRE 117.6 Chan 123	APP CRS 238°	Rwy Idg TDZE Apt Elev	5997 29 31
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VOR RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

▼ For inoperative MALS, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALS when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.



MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

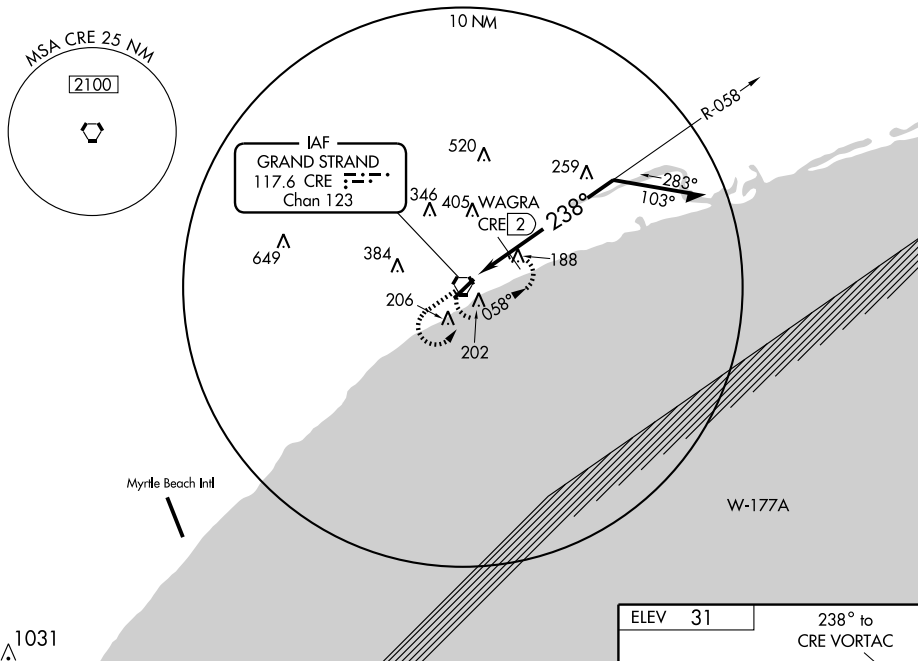
ATIS
119.625

MYRTLE BEACH APP CON ★
119.2 350.3

STRAND TOWER ★
124.6 (CTAF) 0 257.6

GND CON
121.8 257.6

UNICOM
122.95



1031

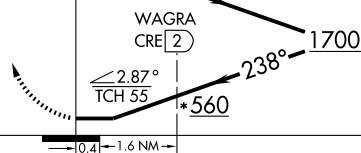
2000

CRE

VORTAC

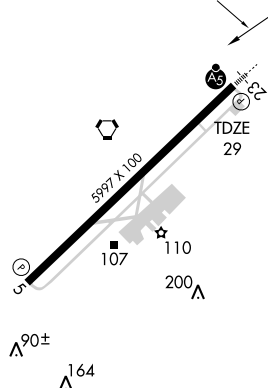
Remain within 10 NM

*600 when using Myrtle Beach Intl altimeter setting.



ELEV 31

238° to CRE VORTAC



CATEGORY	A	B	C	D
S-23	560-¾	531 (600-¾)	560-1 531 (600-1)	560-1¼ 531 (600-1¼)
CIRCLING	560-1	529 (600-1)	560-1½ 529 (600-1½)	720-2¼ 689 (700-2¼)
WAGRA FIX MINIMUMS				
S-23	460-¾	431 (500-¾)		460-1 431 (500-1)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

HIRL Rwy 5-23 0
REIL Rwy 5 0

AIRPORT DIAGRAM

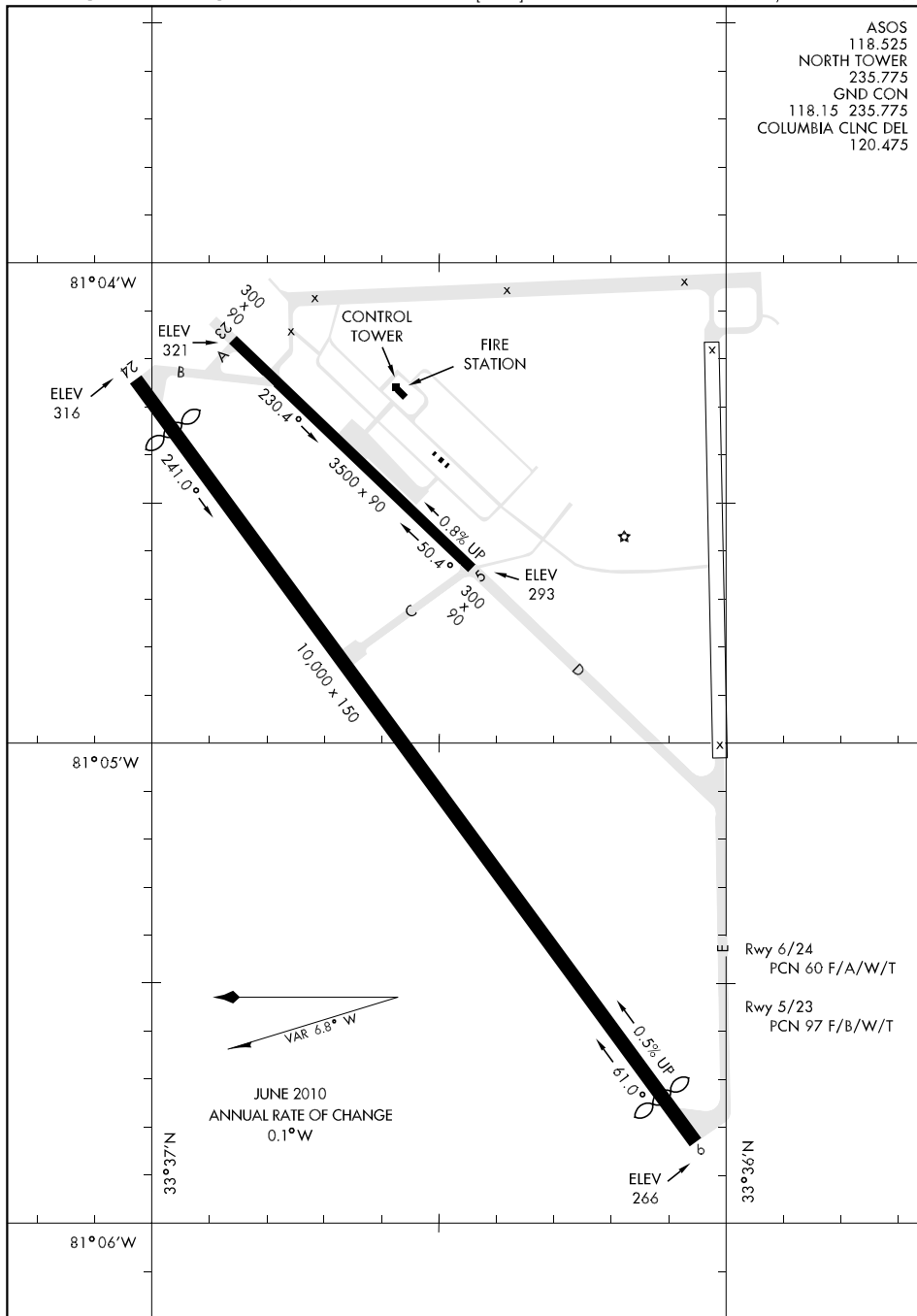
AFD-3017 [USAF]

NORTH AF AUX (KXNO)

NORTH, SOUTH CAROLINA

ASOS
118.525
NORTH TOWER
235.775
GND CON
118.15 235.775
COLUMBIA CLNC DEL
120.475

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORTH, SOUTH CAROLINA
NORTH AF AUX (KXNO)

NEWBERRY COUNTY (EOE) 3 N UTC-5(-4DT) N34°18.56' W81°38.44'

CHARLOTTE

570 B S4 FUEL 100LL NOTAM FILE AND

L-24J

RWY 04-22: H4000X75 (ASPH) D-30 MIRL 0.9% up NE

IAP

RWY 04: PAPI(P2L)—GA 3.15° TCH 42'.

RWY 22: PAPI(P2L)—GA 3.15° TCH 43'. Rgt t/c.

AIRPORT REMARKS: Unattended. Fuel self-serve. Deer on invof arpt.

ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.275 (803) 276-2419.

COMMUNICATIONS: CTAF/UNICOM 122.8

COLUMBIA APP/DEP CON 133.4

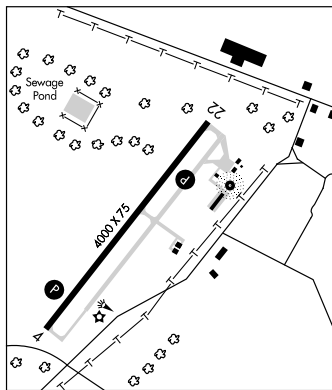
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 083° 25.8 NM to fld. 630/01W.

ENOREE NDB (MHW) 278 EOE N34°18.69' W81°38.16' at fld.

NOTAM FILE AND. NDB unmonitored.

**NORTH AF AUX** (XNO)(KXNO) AF 2 NE UTC-5(-4DT) N33°36.57' W81°04.87'

CHARLOTTE

321 B NOTAM FILE AND Not insp.

H-9B, L-24J

RWY 06-24: H1000X150 (ASPH-GRVD) PCN 60 F/A/W/T HIRL

IAP, DIAP, AD

RWY 06: Thld dsplcd 1000'. RWY 24: Thld dsplcd 1000'.

RWY 05-23: H3493X90 (ASPH-GRVD) PCN 97 F/B/W/T

MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 06-24—131.1. Rotating bcen off during lgt out training.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. RSTD Rwy 05-23 CLOSED 1300-1500Z± monthly 3rd Thu. Rwy 06-24 CLOSED 1601-2100Z± monthly 3rd Thu. Rwy 06 and Rwy 24 takeoff distance avbl 9000', landing distance avbl 8000'. Rwy condition reading not avbl. Twy D clsd during box-in-one ops to Rwy 23. Opr rstd during Bird Watch Condition MODERATE (tkf or ldg permission only when dep/arr route avoid ident bird act, no local IFR/VFR t/c pattern activity) and SEVERE (tkf and ldg prohibited without OG/CC approval), ctc twr for current Bird Watch Condition. Minimum 2 week prior coordinate rqr for all users. Point of ctc is Charleston AFB, 437 OSS/OSO, DSN 673-5554, C843-963-5554. All aircrews will ctc North Drop Zone on 118.15 235.775 prior to 5 NM to DZ. This airspace is subject to be rstd by NOTAM. Rwy 06-24, no 180° star turns on asphalt, conduct all turns on concrete ends. IFR opr limited to 1 acft on app/dep at a time. CAUTION Intense heavy Mil jet and miscellaneous acft executing numerous cargo and personnel drops, hi-speed lo-level formation flt, and air/land opr. Rwy 06-24 NW tree line 750' from rwy centerline. Rwy 06-24 large ditch 350' from rwy centerline at midfield on NW side rwy. Intense gnd training on reservation. Rwy 05-23 used as ldg zone 3500' x 90'. Rwy condition reading not avbl. TFC PAT TPA—Rectangular 1300(979), Overhead 1800(1479). NS ABTMT Overflight of North, SC prohibited. MISC Twr limited to advisory svc only. VFR only. Cancel IFR clnc with Columbia APP prior to opr at North AF Aux. Alfd surface observations are derived from non-augmented ASOS. Local PMSV unavbl, contact Charleston METRO-233.95.

WEATHER DATA SOURCES: ASOS 118.525.

COMMUNICATIONS: CTAF 118.15 235.775

COLUMBIA APP/DEP 124.15 338.2

TWR 118.15 235.775 GND 118.15 235.775 COLUMBIA CLNC DEL 120.475

AIRSPACE: CLASS D Effective by NOTAM.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.23' 187° 14.9 NM to fld. 400/02W.

COMM/NAV/WEATHER REMARKS: Mobile Microwave Landing System VMC only.

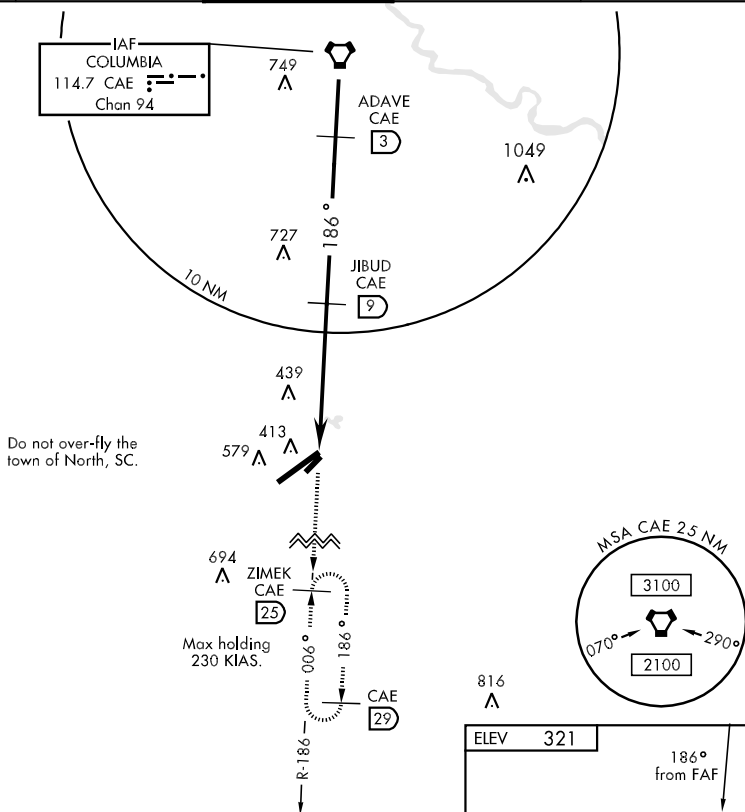
VORTAC CAE 114.70 Chan 94	APCH CRS 186°	Rwy Idg TDZE Arpt Elev N/A N/A 321
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AL-3017 [USAF]

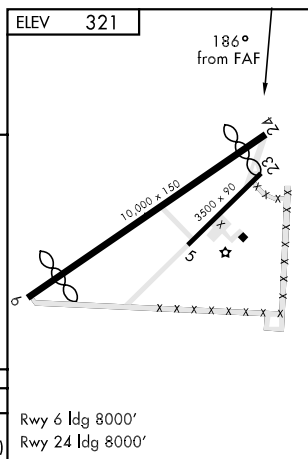
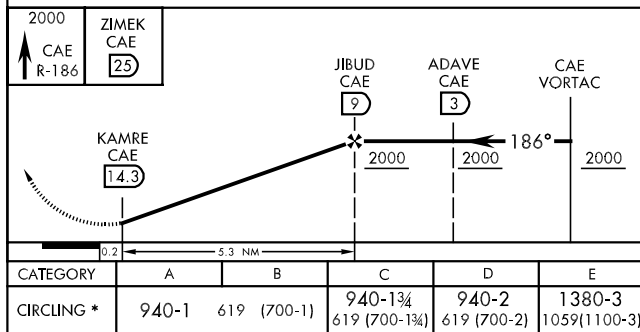
NORTH AF AUX (KXNO)

V * Circling to Rwy 5-23 not for civil use. Circling to Rwy 5-23 not authorized at night.	MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published.
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ASOS 118.525	APP CON 124.15 338.2	NORTH TOWER 235.775	GND CON 118.15 235.775	COLUMBIA CLNC DEL 120.475
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EMERGENCY SAFE ALTITUDE 100 NM 4800



NORTH MYRTLE BEACH

GRAND STRAND (CRE) 1 NW UTC-5(-4DT) N33°48.71' W78°43.44'

32 B S4 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5997X100 (ASPH) S-30, D-60 HIRL

RWY 05: REIL. PAPI (P2L)—GA 3.0° TCH 40'. Tree.

RWY 23: MALSR. Tree. PAPI (P2L)—GA 2.98° TCH 55'. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0300Z†. Gulls on and invof arpt. Extensive banner tow ops from arpt along coastline 10 NM NE to 20 SW. After 0500Z† ACTIVATE HIRL Rwy 05-23, REIL Rwy 05, and MALSR Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS (843) 361-2802.

COMMUNICATIONS: CTAF 124.6 ATIS 119.625 UNICOM 122.95

RCO 122.1R 117.6T (ANDERSON RADIO)

RCO 123.6 (ANDERSON RADIO)

® MYRTLE BEACH APP/DEP CON 119.2 (1100-0400Z†) JAX CENTER APP/DEP CON 128.7 (0400-1100Z†)

STRAND TOWER 124.6 (1200-0200Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0200Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRE.

(L) VORTAC 117.6 CRE Chan 123 N33°48.83' W78°43.47' at fld. 20/03W. DME unusable 294°-010° byd 20 NM. VOR portion unusable 303°-312°.

CALAB NDB (LOM) 267 CR N33°53.12' W78°37.80' 233° 6.4 NM to fld

ILS 111.7 I-CRE Rwy 23. LOM CALAB NDB. BC unusable.

OCONEE COUNTY RGNL (See CLEMSON)

ORANGEBURG

DRY SWAMP (1DS) 6 S UTC-5(-4DT) N33°23.27' W80°54.67'

180 S4 FUEL 100LL NOTAM FILE AND

RWY 02-20: 2900X60 (TURF)

RWY 02: Thld dspcd 900'. Tree. RWY 20: Thld dspcd 900'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z†. Glider ops on and invof arpt.

COMMUNICATIONS: CTAF 122.9

ORANGEBURG MUNI (OGB) 2 S UTC-5(-4DT) N33°27.42' W80°51.56'

195 B FUEL 100LL, JET A NOTAM FILE OGB

RWY 17-35: H5399X100 (ASPH) S-30, D-75 MIRL

RWY 17: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'. Tree.

RWY 35: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 42'.

RWY 05-23: H4508X100 (ASPH) S-30, D-50 MIRL 0.6% up NE

RWY 05: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 23: REIL. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1400-2100Z† clsd Sun. ACTIVATE ODALS Rwy 17 and Rwy 35, REIL Rwy 05 and Rwy 23, Rwy 17 and Rwy 35, MIRL Rwy 05-23 and Rwy 17-35—CTAF. VASI Rwy 05, ODALS Rwy 05 and PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: ASOS 118.525 (803) 536-3901.

COMMUNICATIONS: CTAF/UNICOM 122.7

® COLUMBIA APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OGB.

EDISTO (T) VOR/DME 111.4 EDS Chan 51 N33°27.34'

W80°51.51' at fld. 189/05W.

CHARLOTTE

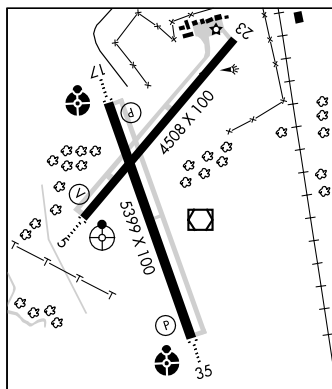
H-9C, 12G, L-35A

IAP, AD

CHARLOTTE

H-9B, 12G, L-241

IAP



WAAS CH 57918 W05A	APP CRS 049°	Rwy Idg TDZE 191 Apt Elev 195
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RNAV (GPS) RWY 5

ORANGEBURG MUNI (OGB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 542, LNAV/VNAV DA to 683 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat D and circling Cats C and D visibility ¼ mile.

ODALS

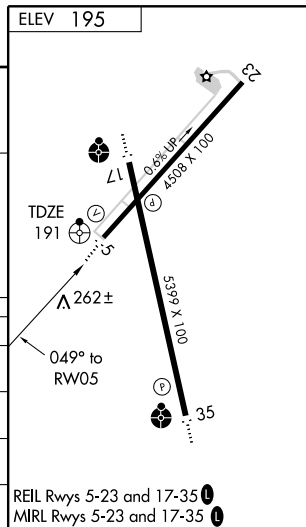
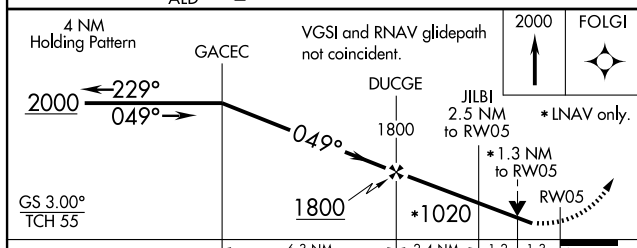
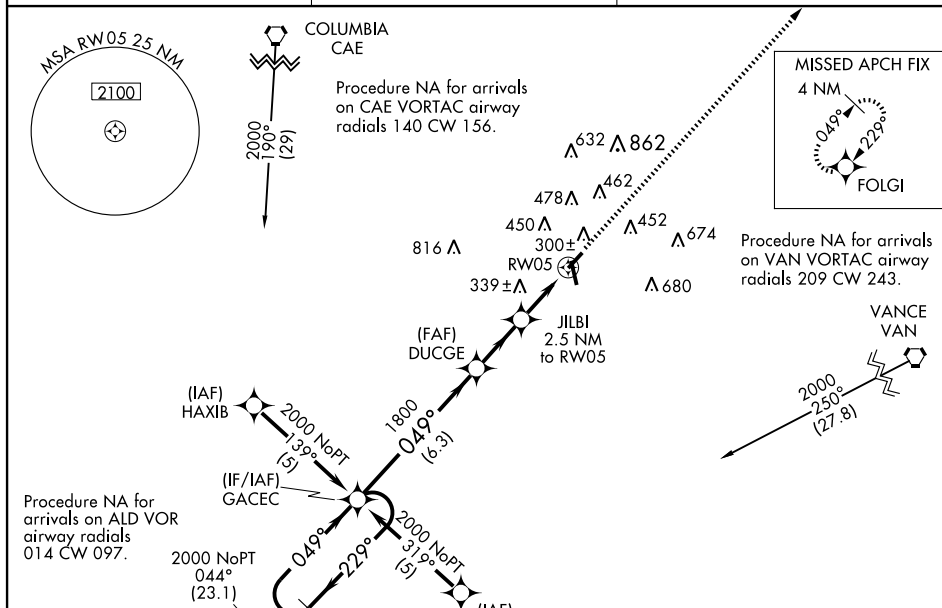


MISSED APPROACH:
Climb to 2000 direct
FOLGI and hold.

ASOS
118.525

COLUMBIA APP CON
124.15 338.2

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	463-1		272 (300-1)	
LNAV/VNAV DA	604-1½		413 (500-1½)	
LNAV MDA	600-¾	409 (500-¾)	600-1¼	600-1½
			409 (500-1¼)	409 (500-1½)
CIRCLING	720-1	800-1	800-1¾	900-2¼
	525 (600-1)	605 (700-1)	605 (700-1¾)	705 (800-2¼)

APP CRS **174°**
Rwy ldg **5401**
TDZE **181**
Apt Elev **195**

RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

V If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP -0.3 NA.

ODALS

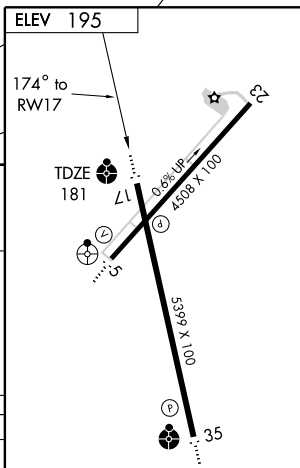
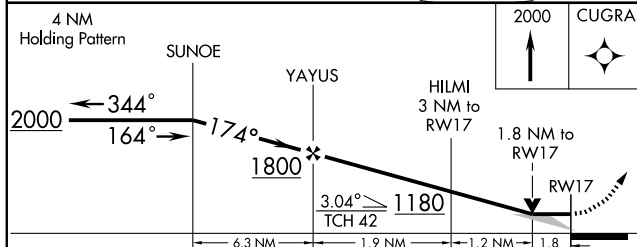
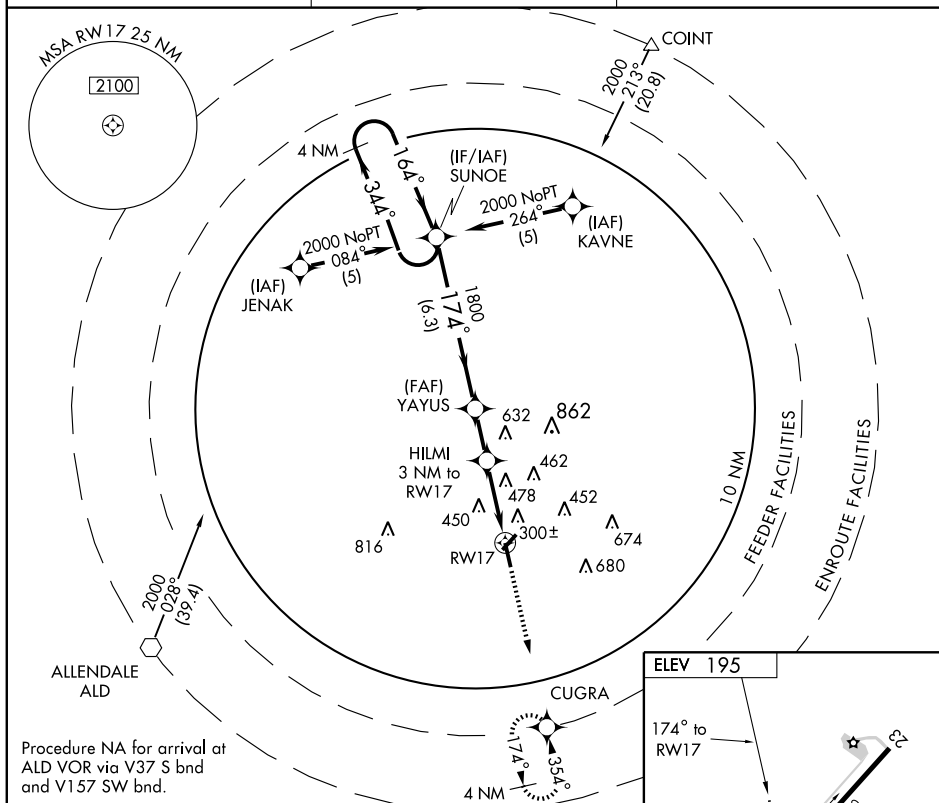


MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

ASOS
118.525

COLUMBIA APP CON
124.15 338.2

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNAB MDA	780-1	599 (600-1)	780-1½ 599 (600-1½)	780-1¾ 599 (600-1¾)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwy 5, 23, 17
and 35

MRL Rwy 5-23 and 17-35

WAAS CH 99318 W23A	APP CRS 229°	Rwy Idg 4508 TDZE 195 Apt Elev 195
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RNAV (GPS) RWY 23

ORANGEBURG MUNI (OGB)

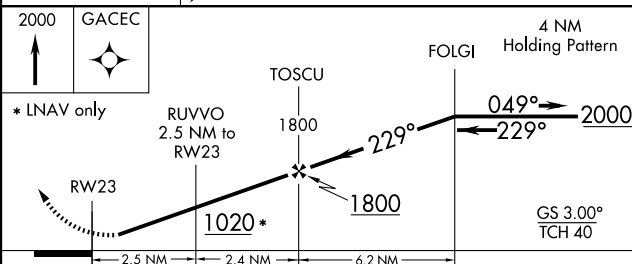
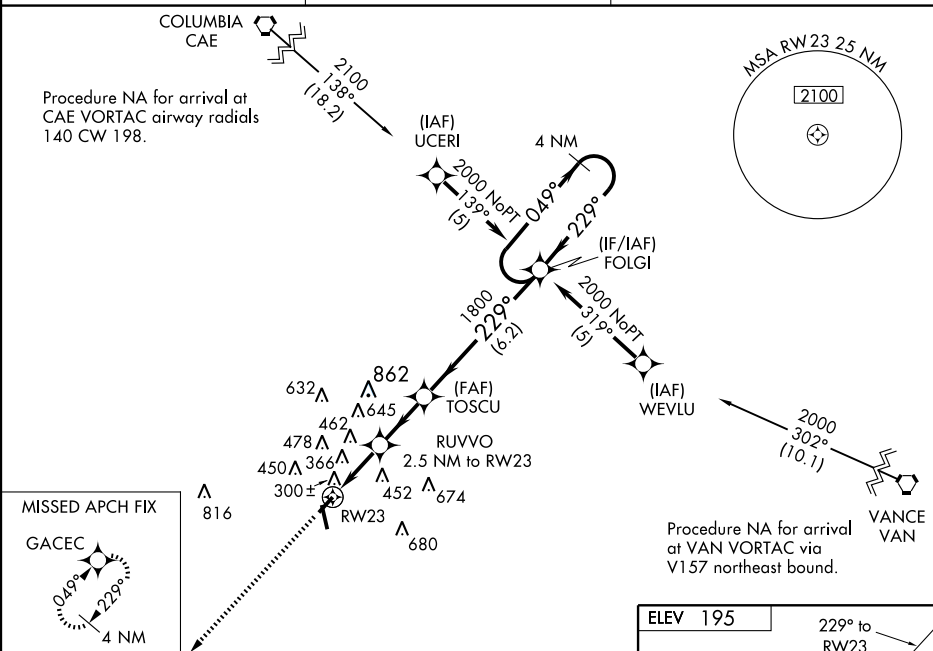
- ▼ Baro-VNAV NA when using Columbia Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 538, LNAV/VNAV DA to 885 and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and circling Cats C and D visibility ¼ mile. Straight-in and circling to Rwy 23 NA at night.

MISSED APPROACH:
Climb to 2000 direct
GACEC and hold.

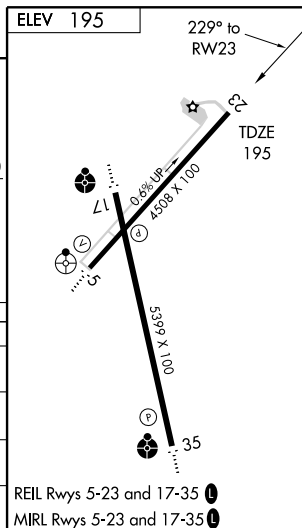
ASOS
118.525

COLUMBIA APP CON
124.15 338.2

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	459-1		264 (300-1)	
LNAV/VNAV DA	806-2¼		611 (700-1¼)	
LNAV MDA	680-1	485 (500-1)	680-1¼ 485 (500-1¼)	680-1½ 485 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-¾)	900-2¼ 705 (800-2¼)



WAAS CH 97418 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5399 186 195
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RNAV (GPS) RWY 35

ORANGEBURG MUNI (OGB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 465, LNAV/VNAV DA to 618 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and circling Cat C and D visibility ¼ mile.

ODALS



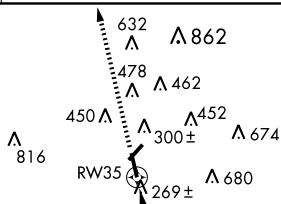
MISSED APPROACH:
Climb to 2000 direct
SUNOE and hold.

ASOS
118.525

COLUMBIA APP CON
124.15 338.2

UNICOM
122.7 (CTAF) 0

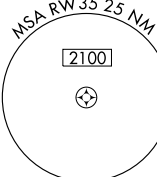
MISSED APCH FIX



Procedure NA for arrivals at
VAN VORTAC on V3 north bound.

VANCE
VAN

2000
237°
(17.5)



Procedure NA for arrivals on
ALD VOR airway radials 014
CW 097.

ALLLENDALE
ALD

2000
061°
(24)

(IAF)
CUBAB

2000 NoPT
084°
(5)

1800
354°
(6.1)

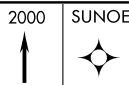
2000 NoPT
264°
(5)

(IAF)
JASRI

(IF/IAF)
CUGRA

4 NM

ELEV 195



* LNAV only.

* 1.3 NM to RW35

RW35

1.3

3.6 NM

6.1 NM

HIPTI

1800

354°

1800

CUGRA

174°

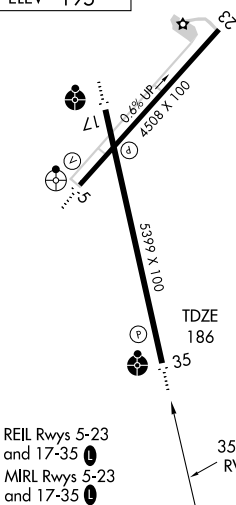
354°

2000

4 NM
Holding Pattern

GS 3.00°
TCH 42

CATEGORY	A	B	C	D
LPV DA	386-¾		200 (200-¾)	
LNAV/VNAV DA	539-1¼		353 (400-1¼)	
LNAV MDA	640-¾	454 (500-¾)	640-1¼ 454 (500-1¼)	640-1½ 454 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-¾)	900-2¼ 705 (800-2¼)



PAGELAND (PYG) 3 SE UTC-5(-4DT) N34°44.53' W80°20.71'

575 B NOTAM FILE AND

RWY 05-23: H3395X60 (ASPH) S-125 MIRL 0.7% up NE

RWY 05: REIL. Tree. RWY 23: REIL. Tree.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 331° 6.5 NM to fld. 560/03W.

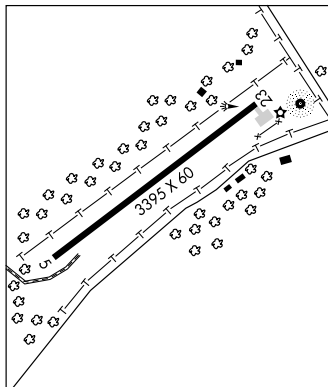
NDB (MHW) 270 PYG N34°44.70' W80°20.29' at fld.

Unusable byd 15 NM. NDB unmonitored.

CHARLOTTE

L-24J, 25D, 36E

IAP



PELION

LEXINGTON CO AT PELION (6J0) 2 N UTC-5(-4DT) N33°47.68' W81°14.75'

452 B FUEL: 100LL NOTAM FILE AND

RWY 18-36: H4335X60 (ASPH) S-12.5 MIRL

RWY 36: PAPI (P2R)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Unattended. Self svc fuel avbl with credit card.

P-line 800' from thld Rwy 36 end marked with red balls. Access into terminal building, use the key pad and enter the UNICOM freq followed by the '#' button. Pilot controlled lighting OTS indef. Arpt lighting on continuous from 2300Z± until 0300Z±, after 0300Z± until dawn, ACTIVATED with pilot controlled lighting. ACTIVATE MIRL Rwy 18-36 PAPI Rwy 36—CTAF. PAPI Rwy 36 on during daylight.

COMMUNICATIONS: CTAF/UNICOM 123.0

® COLUMBIA APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

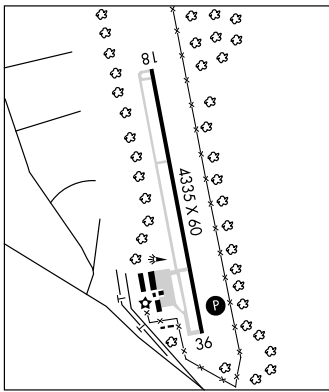
COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 251° 10.3 NM to fld. 400/02W.

CHARLOTTE

L-24J

IAP



NDB PYG 270	APP CRS 222°	Rwy Idg TDZE Apt Elev	3395 569 569
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NDB or GPS RWY 23

PAGELAND (PYG)

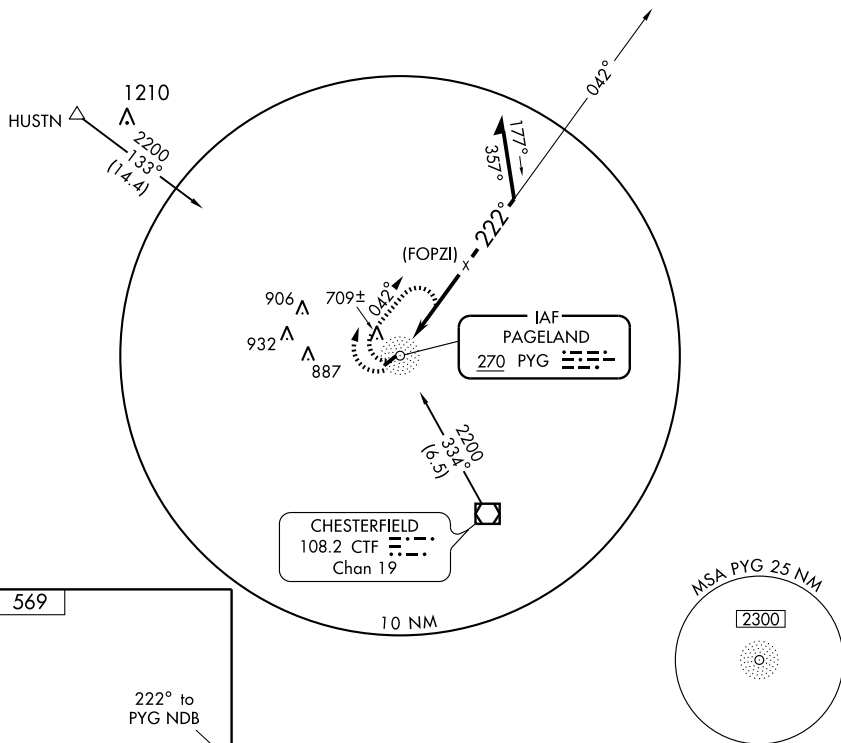
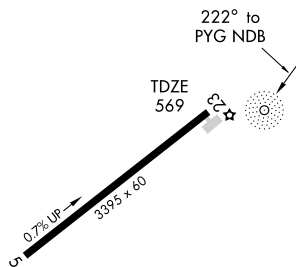


Use Charlotte altimeter setting.

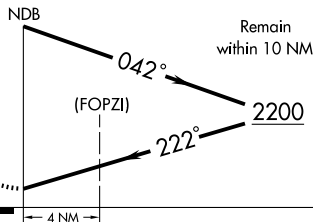
MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.

CHARLOTTE APP CON
120.05 307.8

(CTAF)
122.9


ELEV **569**


2200	PYG
	270



CATEGORY	A	B	C	D
S-23	1240-1 671 (700-1)		1240-2 671 (700-2)	NA
CIRCLING	1240-1 671 (700-1)		1240-2 671 (700-2)	NA

MIRL Rwy 5-23
REIL Rwy 5-23

PAGELAND, SOUTH CAROLINA

Orig-A 09071

34° 45'N - 80° 21'W

NDB or GPS RWY 23

PAGELAND (PYG)

SE-2, 21 OCT 2010 to 18 NOV 2010

PAGELAND (PYG) 3 SE UTC-5(-4DT) N34°44.53' W80°20.71'

575 B NOTAM FILE AND

RWY 05-23: H3395X60 (ASPH) S-125 MRL 0.7% up NE

RWY 05: REIL. Tree. RWY 23: REIL. Tree.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CHARLOTTE APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

CHESTERFIELD (L) VOR/DME 108.2 CTF Chan 19 N34°39.03'

W80°16.50' 331° 6.5 NM to fld. 560/03W.

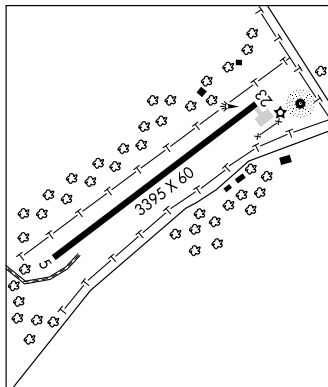
NDB (MHW) 270 PYG N34°44.70' W80°20.29' at fld.

Unusable byd 15 NM. NDB unmonitored.

CHARLOTTE

L-24J, 25D, 36E

IAP



PELION

LEXINGTON CO AT PELION (6J0) 2 N UTC-5(-4DT) N33°47.68' W81°14.75'

452 B FUEL: 100LL NOTAM FILE AND

RWY 18-36: H4335X60 (ASPH) S-12.5 MRL

RWY 36: PAPI (P2R)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Unattended. Self svc fuel avbl with credit card.

P-line 800' from thld Rwy 36 end marked with red balls. Access into terminal building, use the key pad and enter the UNICOM freq followed by the '#' button. Pilot controlled lighting OTS indef. Arpt lighting on continuous from 2300Z± until 0300Z±, after 0300Z± until dawn, ACTIVATED with pilot controlled lighting. ACTIVATE MRL Rwy 18-36 PAPI Rwy 36—CTAF. PAPI Rwy 36 on during daylight.

COMMUNICATIONS: CTAF/UNICOM 123.0

® COLUMBIA APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

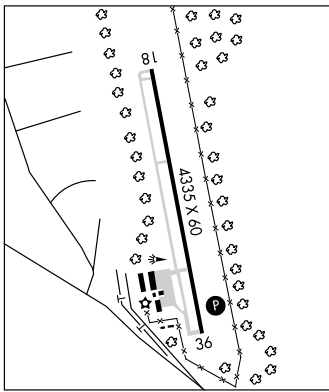
COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44'

W81°03.24' 251° 10.3 NM to fld. 400/02W.

CHARLOTTE

L-24J

IAP

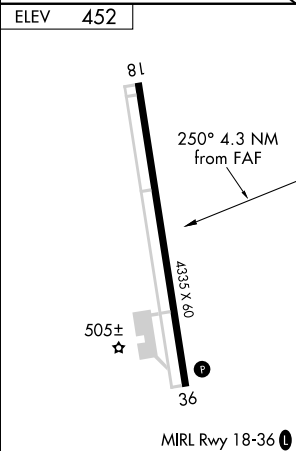
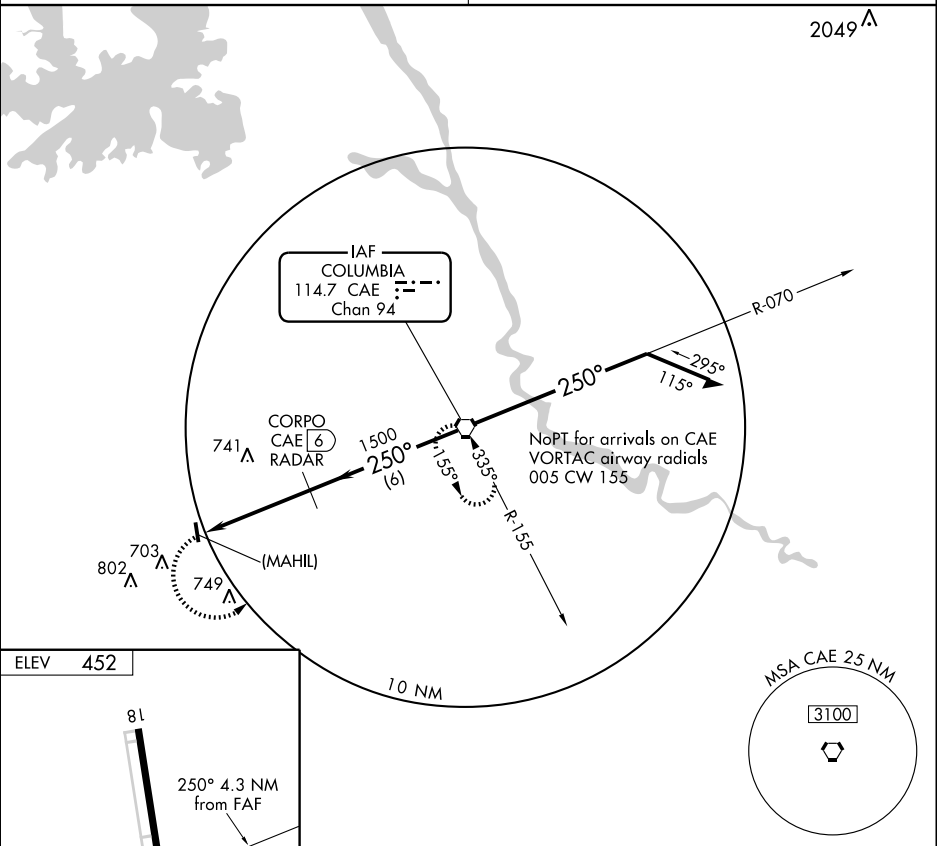


VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg TDZE Apt Elev	N/A N/A 452
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



VOR or GPS-A

PELION/ LEXINGTON COUNTY AT PELION (6J0)

<p>▼ ▲ NA</p> <p>Use Columbia altimeter setting. DME or RADAR REQUIRED</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.</p>
<p>COLUMBIA APP CON 124.15 338.2</p>	<p>UNICOM 123.0 (CTAF) 0</p>



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

<div>2000</div> <div>CAE</div> <div></div>					
<div>(MAHIL)</div> <div>CAE [10.3]</div> <div></div>		<div>CORPO</div> <div>CAE [6]</div> <div>RADAR</div> <div></div>	<div>VORTAC</div> <div></div> <div>070°</div> <div>250°</div> <div>250°</div> <div>2000</div> <div>Remain within 10 NM</div>		
<div></div> <div>4.3 NM</div>		<div>6 NM</div>			
CATEGORY	A	B	C	D	
CIRCLING	940-1 488 (500-1)		NA		

PICKENS CO (LQK) 4 S UTC-5(-4DT) N34°48.60' W82°42.17'

1013 B S1 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5002X100 (ASPH) S-35, D-65 MIRL 1.0% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z±. Noise abatement procedure in effect, phone 864-843-5803. ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (864) 843-5801.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z±)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z±)

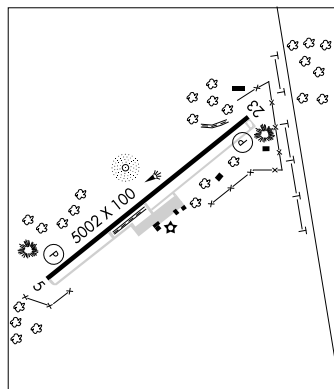
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15'

W82°47.08' 010° 23.8 NM to fld. 736/00E.

LAKE KEOWEE NDB (MHW) 408 LQK N34°48.67' W82°42.21' at fld.

COMM/NAV/WEATHER REMARKS: AWOS wind unreliable.



ATLANTA

H-9B, 12G, L-25C

IAP

RALLY N34°53.40' W81°04.85' NOTAM FILE AND.

NDB (MHW/LOM) 227 UZ 016° 6 NM to Rock Hill (York Co) Bryant Fld.

CHARLOTTE

L-24J, 25D, 36E

RIDGELAND (3J1) 1 NW UTC-5(-4DT) N32°29.56' W80°59.54'

79 B S4 FUEL 80, 100LL NOTAM FILE AND

RWY 03-21: H2692X70 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.25° TCH 45'. Tree. RWY 21: Tree.

AIRPORT REMARKS: Attended 1400Z±—Dusk. Glider ops invof arpt. Rwy 03 20' drop at end of pavement.

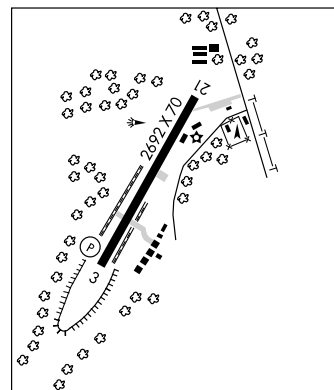
COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 033° 23.3 NM to fld. 9/6W.

HIWAS.



CHARLOTTE

ROBERT F SWINNIE (See ANDREWS)

ROCK HILL (YORK CO) BRYANT FLD (UZA) 4 NW UTC-5(-4DT) N34°59.27' W81°03.43'

666 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE UZA

RWY 02-20: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 02: MALSR. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

RWY 20: PAPI(P2L)—GA 3.0° TCH 39'. Tree.

AIRPORT REMARKS: Attended 1300-0100Z±. Wildlife invof arpt. Voluntary Noise abatement procedure in effect. MIRL Rwy 02-20 and MALSR Rwy 02 preset med ints dusk-0400Z±; to increase ints and ACTIVATE after 0400Z±—CTAF.

WEATHER DATA SOURCES: ASOS 120.775 (803) 981-9388.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLOTTE APP/DEP CON 120.05 CLNC DEL 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 208° 13.2 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 271° 5.1 NM to fld. 650/02W.

NOTAM FILE AND. SHUTDOWN.

RALLY NDB (MHW/LOM) 227 UZ N34°53.40' W81°04.85' 016° 6 NM to fld. NOTAM FILE AND.

ILS 108.5 I-UZA Rwy 02. Class IA. LOM RALLY NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

IAP

NDB LQK
408

APP CRS
043°

Rwy Idg	5002
TDZE	996
Apt Elev	1013

NDB RWY 5
PICKENS COUNTY (LQK)

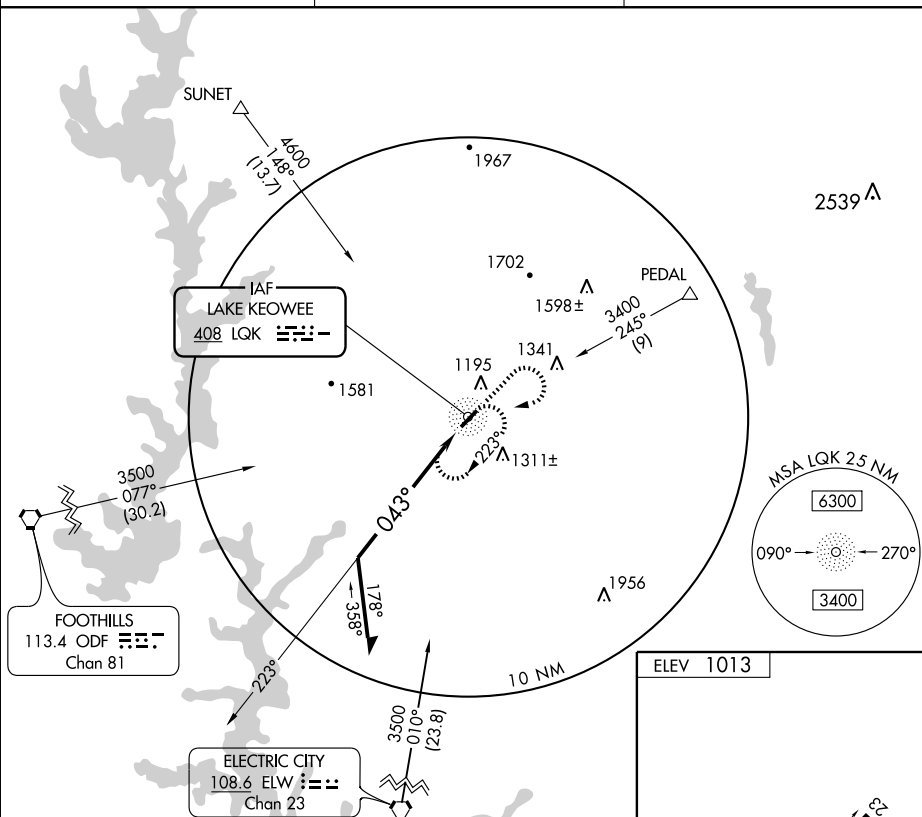
T When local altimeter setting not received, use Clemson altimeter setting and
A NA increase all MDA 60 feet, S-5 and Circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct LQK NDB and hold

AWOS-3
120.0

GREER APP CON★
118.8 385.4

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

NDI

6000

220

30

LQI

2900

32

- 04

CATEGORY

A

S-5	1540-1 544 (600-1)
-----	--------------------

CIRCLING	1560-1 547 (600-1)
----------	--------------------

C

1540-1½

544 (600-1½)

547 (400, 114)

1

1540-1³/₄

544 (600-13/2)

447 (700.3)

MIRL Rwy 5-23 L

PICKENS, SOUTH CAROLINA
Amdt 1 03JUN10

34°49'N - 82°42'W

PICKENS COUNTY (LQK)
NDB RWY 5

SE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 99517 W05A	APP CRS 048°	Rwy Idg TDZE Apt Elev	5002 996 1013
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RNAV (GPS) RWY 5

PICKENS COUNTY (LQK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292, LNAV/VNAV DA to 1487, and all MDA 60 feet; increase LPV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

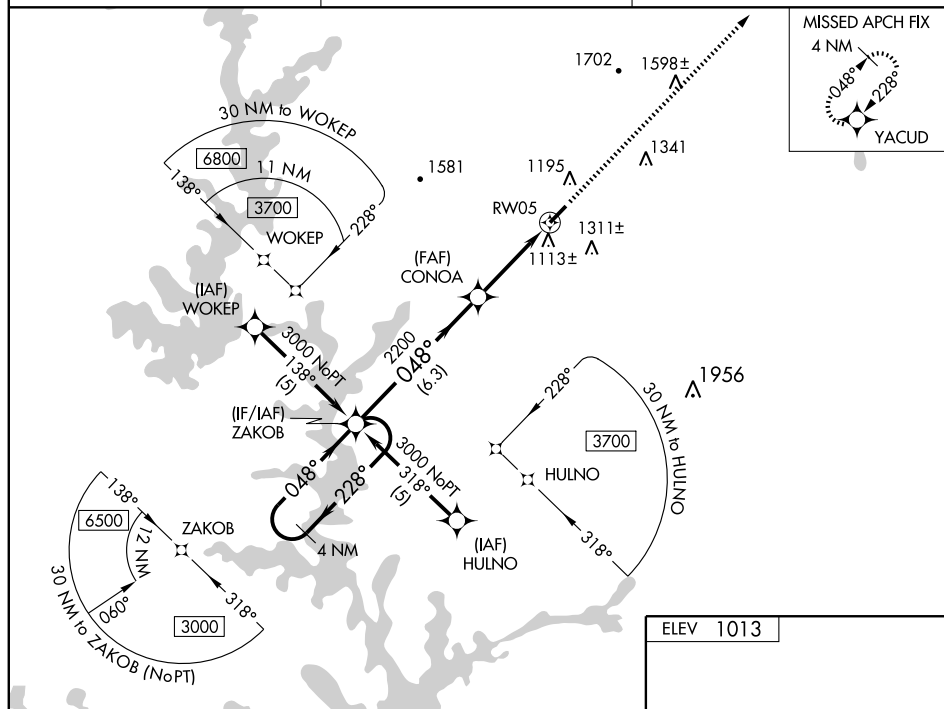
▲ NA

MISSED APPROACH:
Climb to 4000 direct
YACUD and hold.

AWOS-3
120.0

GREER APP CON ★
118.8 385.4

UNICOM
122.8 (CTAF)



ELEV 1013

4 NM
Holding Pattern

ZAKOB

VGSI and RNAV glidepath
not coincident.

4000 YACUD

3000

228°

048°

048°

2200

CONOA

2200

*1.2 NM to RW05

RW05

*LNAV only.

1.2

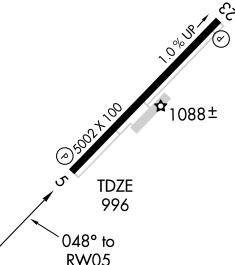
2.5 NM

6.3 NM

GS 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA	1246-1		250 (300-1)	
LNAV/VNAV DA	1441-1¾		445 (500-1¾)	
LNAV MDA	1380-1		384 (400-1)	
CIRCLING	1560-1		547 (600-1)	
			1560-1½	
			547 (600-1½)	
			1660-2	
			647 (700-2)	



MIRL Rwy 5-23

WAAS Ch 42817 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	5002 1013 1013
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

PICKENS COUNTY (LQK)

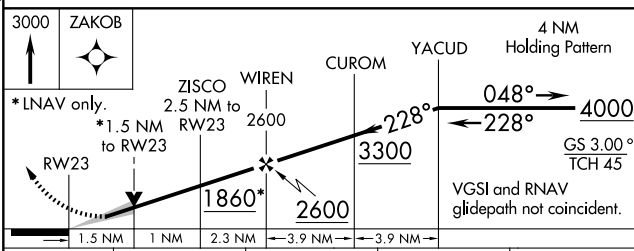
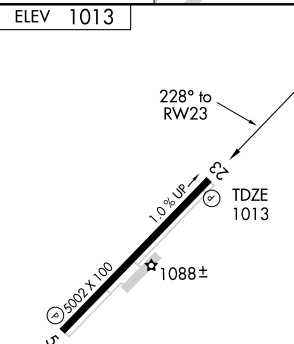
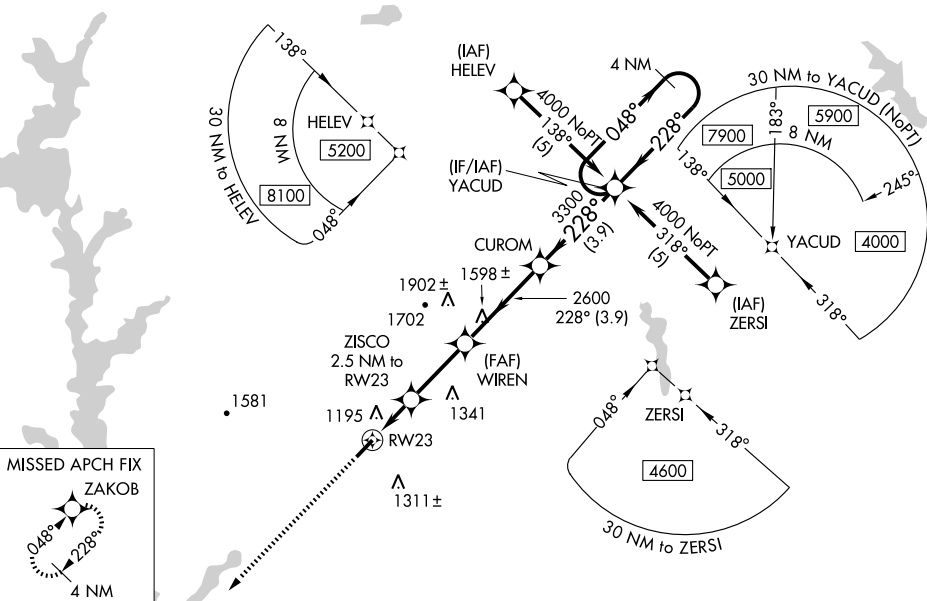
▼ **▲** NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356, LNAV/VNAV DA to 1594, and all MDAs 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ZAKOB and hold.

AWOS-3
120.0

GREER APP CON ★
118.8 385.4

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1310-1 297 (300-1)			
LNAV/VNAV DA	1548-2 535 (600-2)			
LNAV MDA	1500-1	487 (500-1)	1500-1½ 487 (500-1½)	1500-1½ 487 (500-1½)
CIRCLING	1560-1	547 (600-1)	1560-1½ 547 (600-1½)	1660-2 647 (700-2)

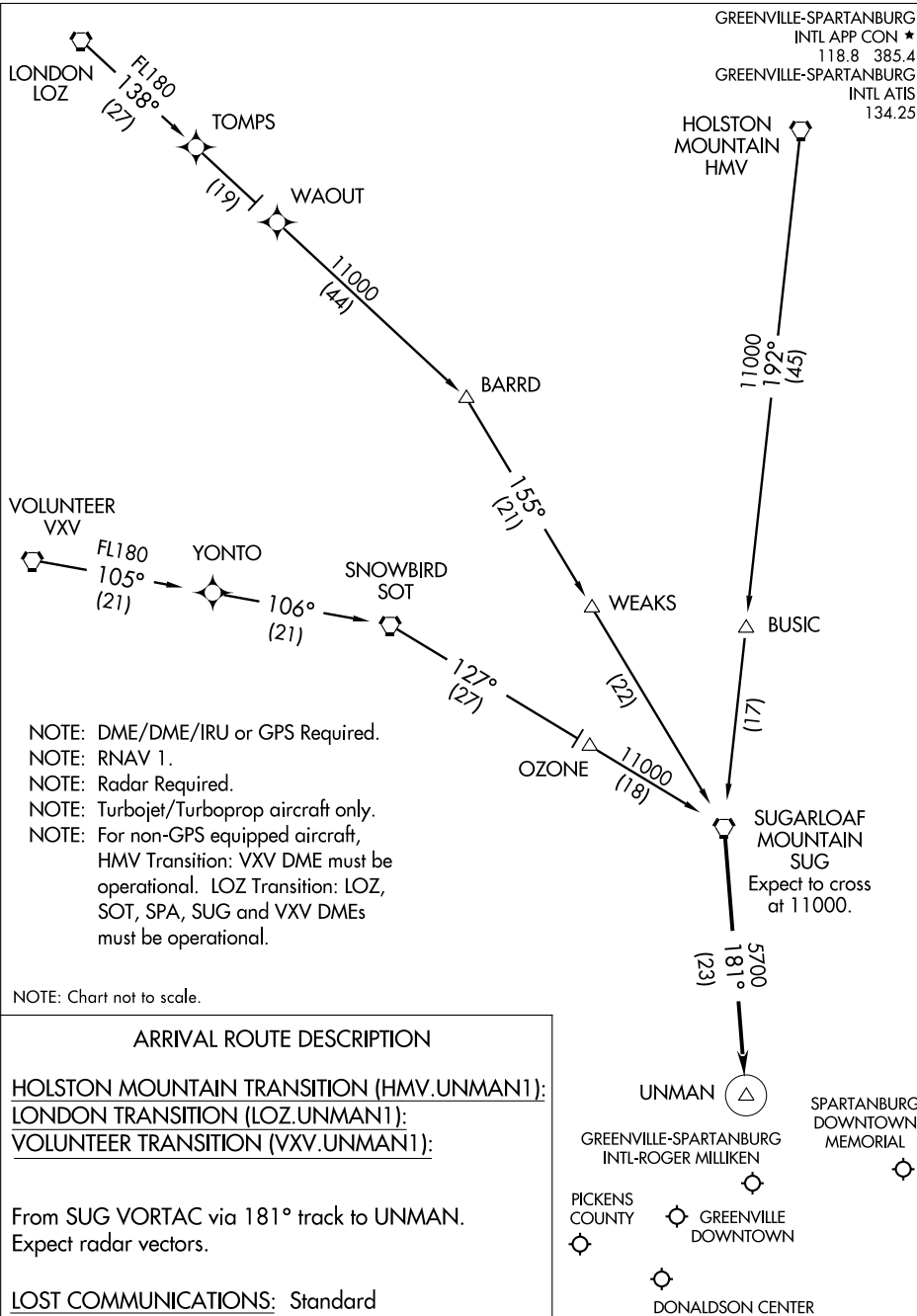
MIRL Rwy 5-23 ①

(UNMAN.UNMAN1) 10210

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

VORTAC ELW 108.6 Chan 23	APP CRS 010°	Rwy Idg TDZE Apt Elev	N/A N/A 1013
--	------------------------	-----------------------------	---

VOR/DME-A
PICKENS COUNTY (LQK)

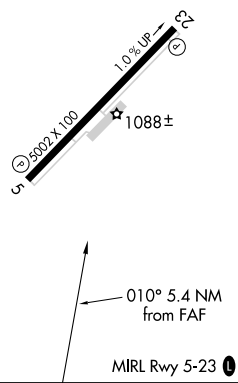
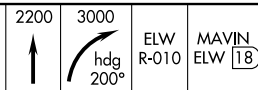
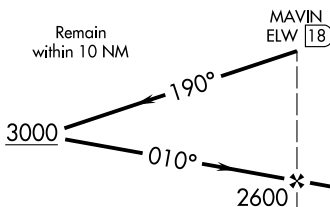
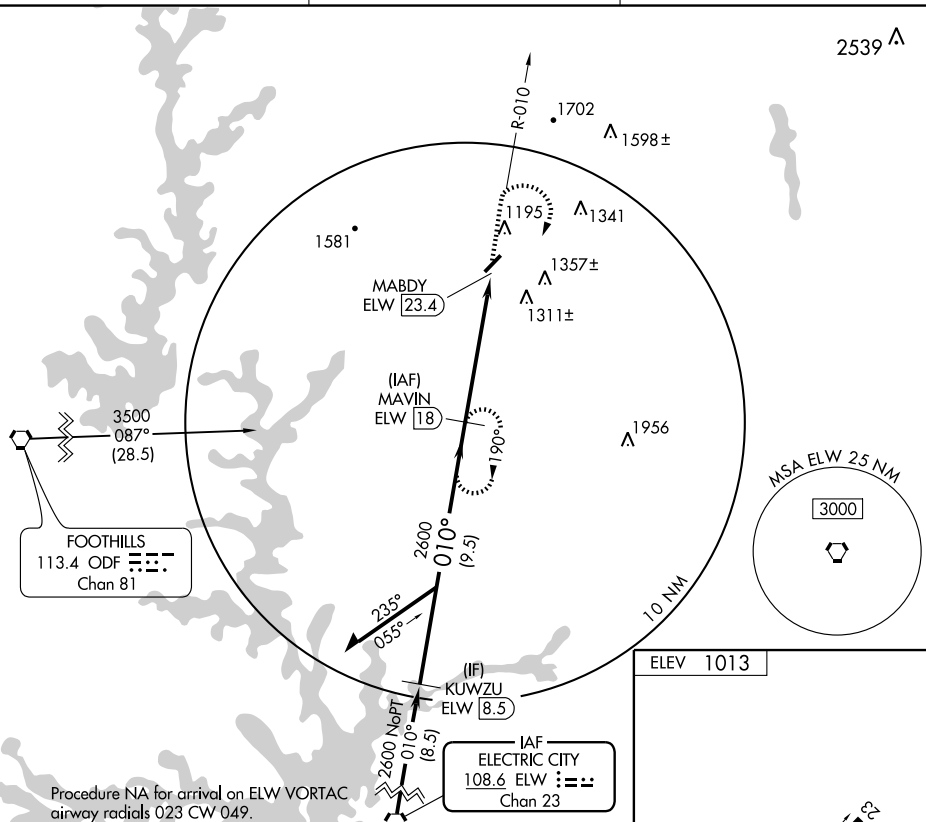
▼ When local altimeter setting not received, use Clemson altimeter setting
▲ NA and increase all MDA 60 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then
climbing right turn to 3000 via heading 200°
and R-010 to MAVIN/ELW 18 DME and hold.

AWOS-3
120.0

GREER APP CON ★
118.8 385.4

UNICOM
122.8 (CTAF) 0

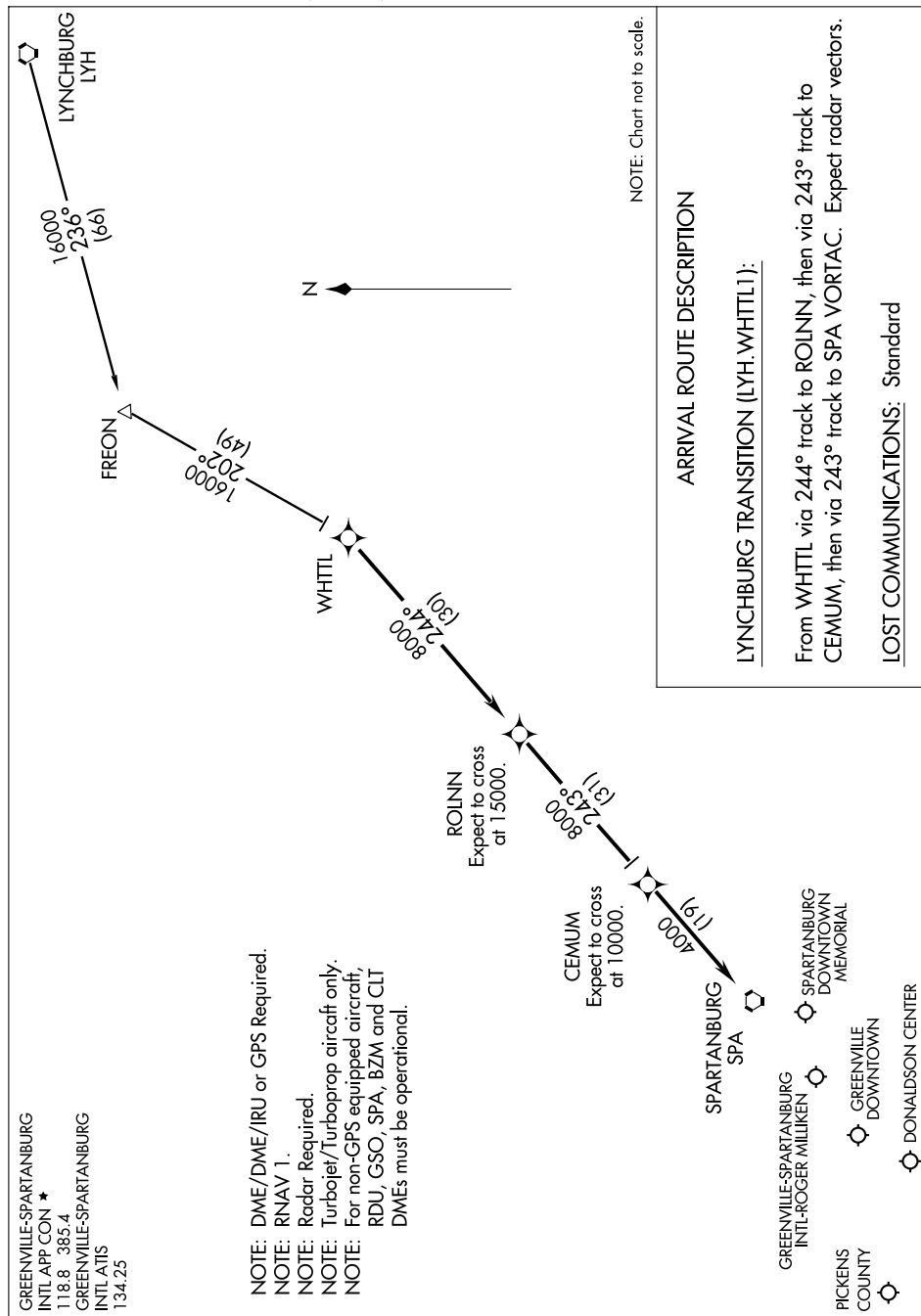


CATEGORY	A	B	C	D
CIRCLING	1620-1 607 (700-1)	1620-1¼ 607 (700-1¼)	1620-1¾ 607 (700-1¾)	1660-2 647 (700-2)

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

PICKENS CO (LQK) 4 S UTC-5(-4DT) N34°48.60' W82°42.17'

1013 B S1 FUEL 100LL, JET A NOTAM FILE AND

RWY 05-23: H5002X100 (ASPH) S-35, D-65 MIRL 1.0% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended 1300-2200Z±. Noise abatement procedure in effect, phone 864-843-5803. ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (864) 843-5801.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ GREER APP/DEP CON 118.8 (1100-0445Z±)

ATLANTA CENTER APP/DEP CON 134.8 (0445-1100Z±)

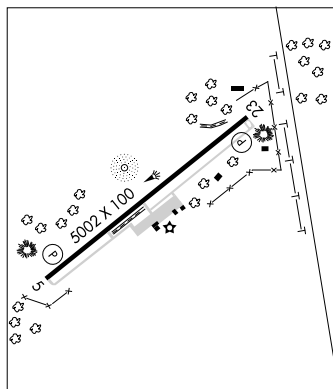
RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15'

W82°47.08' 010° 23.8 NM to fld. 736/00E.

LAKE KEOWEE NDB (MHW) 408 LQK N34°48.67' W82°42.21' at fld.

COMM/NAV/WEATHER REMARKS: AWOS wind unreliable.



ATLANTA

H-9B, 12G, L-25C

IAP

RALLY N34°53.40' W81°04.85' NOTAM FILE AND.

NDB (MHW/LOM) 227 UZ 016° 6 NM to Rock Hill (York Co) Bryant Fld.

CHARLOTTE

L-24J, 25D, 36E

RIDGELAND (3J1) 1 NW UTC-5(-4DT) N32°29.56' W80°59.54'

79 B S4 FUEL 80, 100LL NOTAM FILE AND

RWY 03-21: H2692X70 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.25° TCH 45'. Tree. RWY 21: Tree.

AIRPORT REMARKS: Attended 1400Z±—Dusk. Glider ops invof arpt. Rwy 03 20' drop at end of pavement.

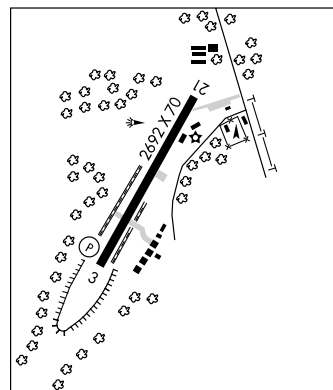
COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 033° 23.3 NM to fld. 9/6W.

HIWAS.



CHARLOTTE

ROBERT F SWINNIE (See ANDREWS)

ROCK HILL (YORK CO) BRYANT FLD (UZA) 4 NW UTC-5(-4DT) N34°59.27' W81°03.43'

666 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE UZA

RWY 02-20: H5500X100 (ASPH) S-30, D-60 MIRL

RWY 02: MALSR. PAPI(P2L)—GA 3.0° TCH 35'. Tree.

RWY 20: PAPI(P2L)—GA 3.0° TCH 39'. Tree.

AIRPORT REMARKS: Attended 1300-0100Z±. Wildlife invof arpt. Voluntary Noise abatement procedure in effect. MIRL Rwy 02-20 and MALSR Rwy 02 preset med ints dusk-0400Z±; to increase ints and ACTIVATE after 0400Z±—CTAF.

WEATHER DATA SOURCES: ASOS 120.775 (803) 981-9388.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ CHARLOTTE APP/DEP CON 120.05 CLNC DEL 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

CHARLOTTE (L) VORW/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 208° 13.2 NM to fld. 732/05W. HIWAS.

FORT MILL (L) VORTAC 112.4 FML Chan 71 N34°59.34' W80°57.29' 271° 5.1 NM to fld. 650/02W.

NOTAM FILE AND. SHUTDOWN.

RALLY NDB (MHW/LOM) 227 UZ N34°53.40' W81°04.85' 016° 6 NM to fld. NOTAM FILE AND.

ILS 108.5 I-UZA Rwy 02. Class IA. LOM RALLY NDB.

CHARLOTTE

H-9B, 12G, L-25D, 36E

IAP

(BOB4.BOB) 10154

BOBCAT FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

VOLUNTEER
116.4 VVX
Chan 111
N35°54.29'
W83°53.68'
L-25, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

HARRIS
109.8 HRS
Chan 35
N34°56.58'
W83°54.94'
L-25, H9-12

CHOO CHOO
115.8 GGO
Chan 105
N34°57.68'-W85°09.20'
L-25, H9-12

ZAVER
N35°05.31'
W82°16.01'

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'
W81°55.62'
L-24-25, H9-12

HARAY
N35°07.76'
W81°45.69'

14000
*5700
270°
(25)

14000
*2900
270°
(40)

14000
*2600
255°
(45)

DEBIE
N34°55.82'
W81°48.53'

ATHENS
109.6 AHN
Chan 33
N33°56.86'
W83°19.49'
L-18, H9-12

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

TAKEOFF MINIMUMS:
Rwy 2, 20: Standard.

NOTE: For Turbojets only.

NOTE: Radar and DME required.

NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart note to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

...Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.

ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

BOBCAT FOUR DEPARTURE

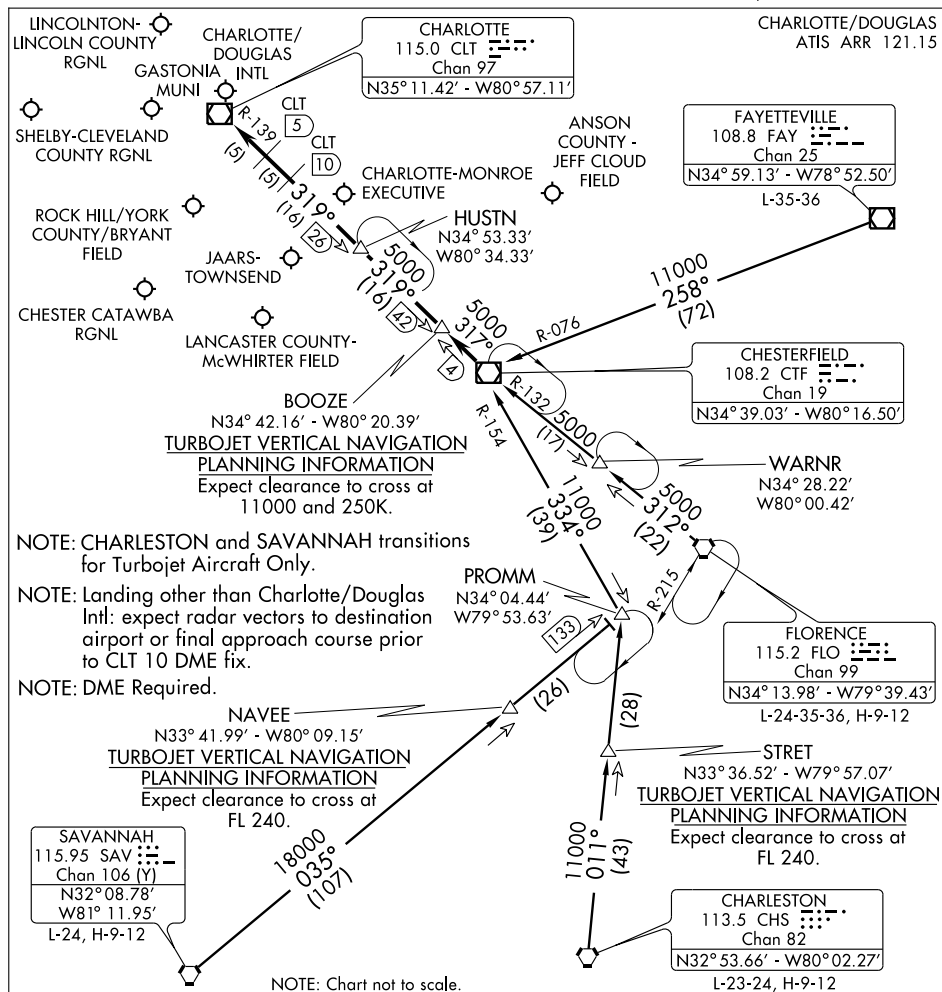
(BOB4.BOB) 10154

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

... From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

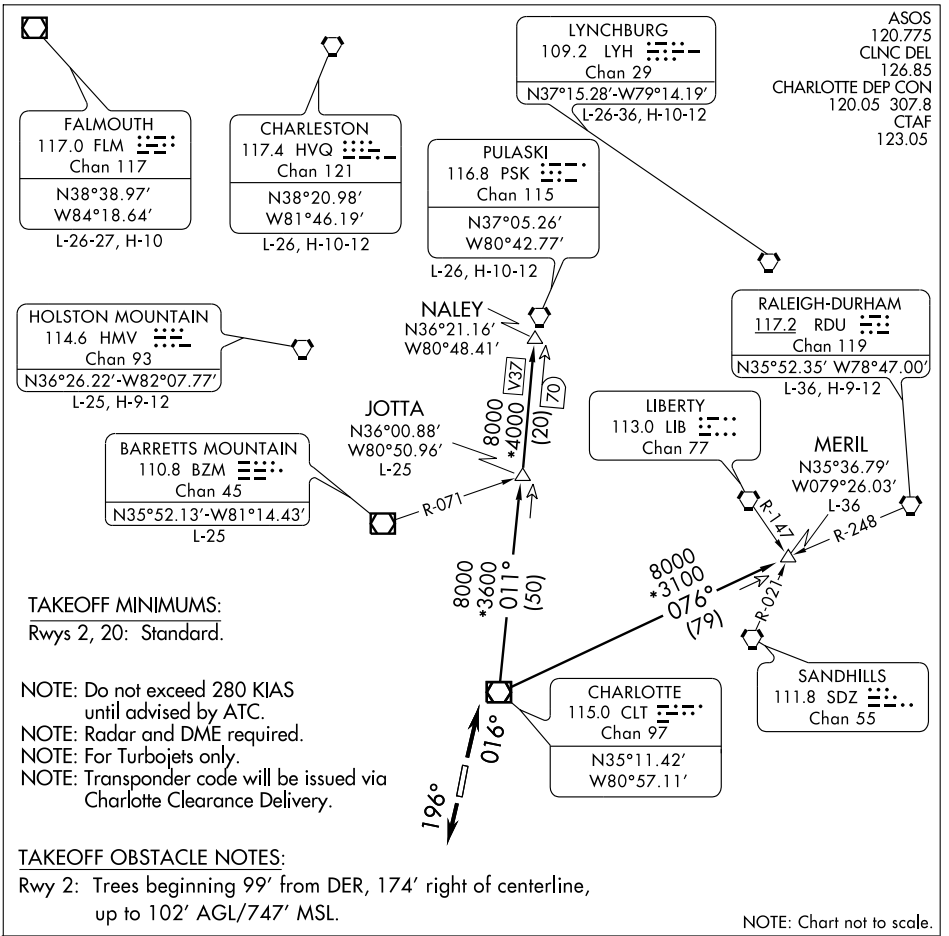
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(HOR6.HOR) 10154
HORNET SIX DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

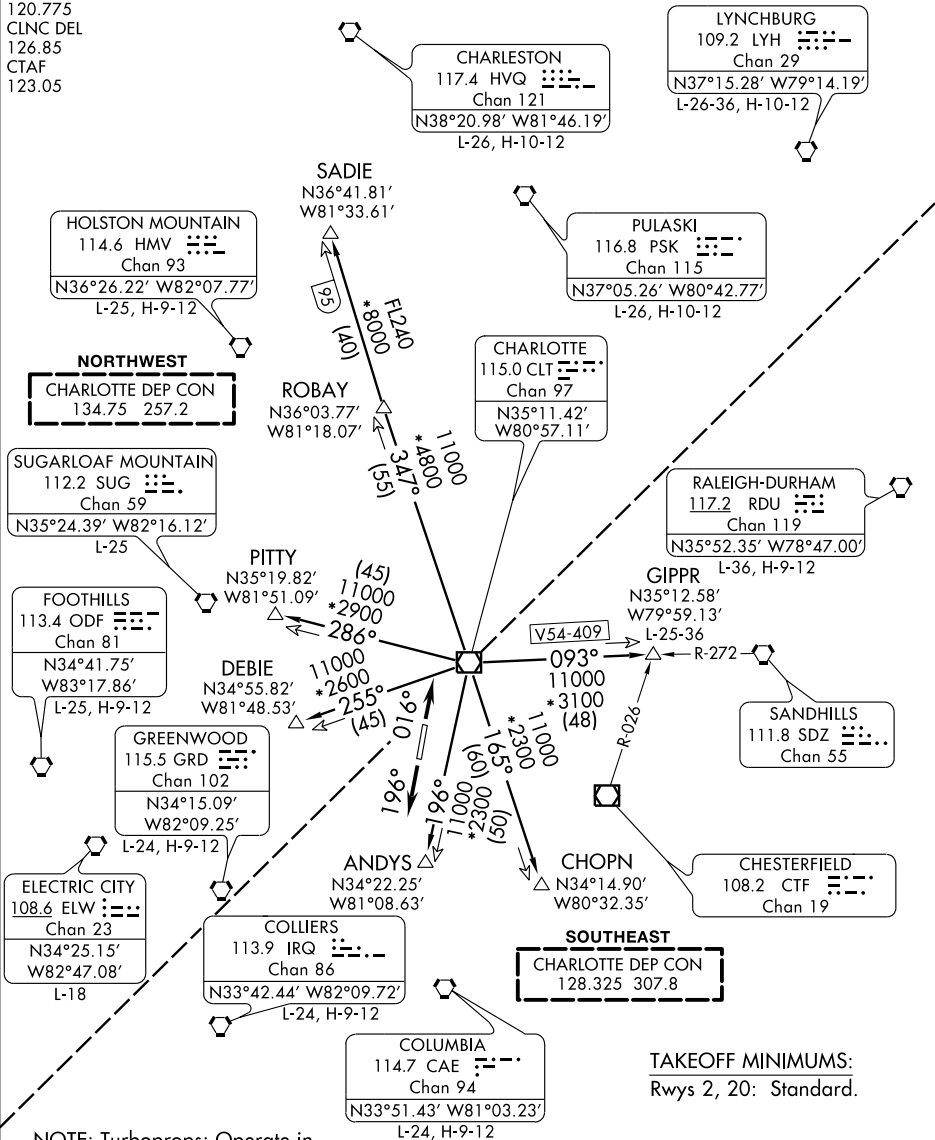
JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.

MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.

NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

(HUG1.HUG) 10154

HUGO ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINAASOS
120.775
CLNC DEL
126.85
CTAF
123.05

(NARRATIVE ON FOLLOWING PAGE)

HUGO ONE DEPARTURE

(HUG1.HUG) 10154

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.

Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.

PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.

ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.

SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I- UZA 108.5	APP CRS 016°	Rwy Idg TDZE Apt Elev	5500 666 666
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ILS or LOC RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ADF Required.
When local altimeter setting not received, use Charlotte, NC altimeter setting and increase DA to 912 feet and all MDA 60 feet, increase S-LOC 2 Cat D visibility ¼ mile.

MALSR



MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct RALLY LOM and hold.

ASOS
120.775

CHARLOTTE APP CON
120.05 307.8

CLNC DEL
126.85

UNICOM
123.05 (CTAF)

ADF REQUIRED

CHARLOTTE
115.0 CLT
Chan 97

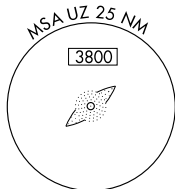
ALTERNATE MISSED
APCH FIX

CHARLOTTE
CLT
115.0
Chan 97

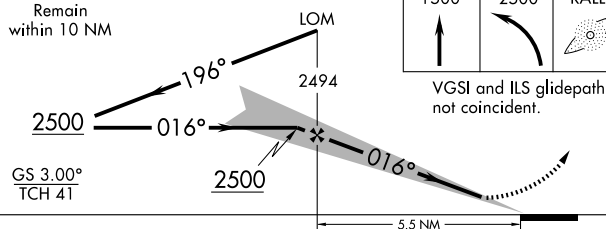


LOCALIZER **108.5**
I-**UZA**

LOM/IAF
RALLY
227 UZ



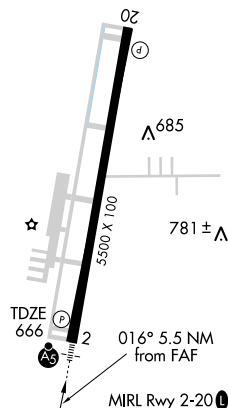
Remain
within 10 NM



GS 3.00°
TCH 41

CATEGORY	A	B	C	D
S-ILS 2	866-½ 200 (200-½)			
S-LOC	1080-½ 413 (500-½)	1080-¾ 413 (500-¾)		
CIRCLING	1140-1 474 (500-1)	1200-1½ 534 (600-1½)	1220-2 554 (600-2)	

ELEV 666



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
ATIS ARR 121.15
CHARLOTTE APP CON
(001° -119°) **128.32**
(120° -245°) **120.05**
(246° -360°) **134.75**
(180° -359°) **257.2**
(360° -179°) **307.8**

ROANOKE
109.4 ROA
Chan 31
N37°20.61' - W80°04.23'
L-26, H-10-12

MAYOS
N36°19.59' - W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL220.

MAJIC
N35°48.71' - W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 13,000'/250K.

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' - W79°14.19'
L-26-36, H-10-12

KELLS
N36°35.17' - W79°47.17'

RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35' - W78°47.00'
L-36, H-9-12

SUDSY
N35°44.58' - W80°29.63'

LINCOLNTON-LINCOLN COUNTY
RGNL

SHELBY-CLEVELAND COUNTY
RGNL

GASTONIA MUNI

ROCK HILL/YORK COUNTY/BRYANT
FIELD

CHESTER CATAWBA RGNL

NOTE: Chart not to scale.

CLT 10

CHARLOTTE DOUGLAS INTL

CLT 5

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' - W80°57.11'

CHARLOTTE-MONROE EXECUTIVE

JAARS-TOWNSEND

LANCASTER COUNTY-McWHIRTER FIELD

GIZMO
N35°32.99' - W80°39.29'

ANSON COUNTY - JEFF CLOUD FIELD

LIBERTY
113.0 LIB
Chan 77
N35°48.70' - W79°36.76'

NOTE: DME required.
NOTE: RADAR required for LIB R-273.
NOTE: Landing other than Charlotte/Douglas Intl; expect radar vectors to destination airport or final approach course prior to CLT 10 DME fix.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . .

. . . From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

PANTHER ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'W80°57.11'

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.43'
W81°03.23'
L-24, H-9-12

COLLIERS
113.9 IRQ
Chan 86

ANDYS
N34°22.25'
W81°08.63'

BUCKL
N34°31.50'
W80°52.89'

TREAL
N33°04.18'
W81°26.46'

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

TAKEOFF MINIMUMS:

Rwys 2, 20: Standard.

NOTE: Do not exceed 280 KIAS
until advised by ATC.
NOTE: Radar and DME required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued
via Charlotte Clearance Delivery.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PANTHER ONE DEPARTURE

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180
and CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL,
then via CAE R-205 and TAY R-022 to TAY VORTAC.

APP CRS **016°**
Rwy Idg **5500**
TDZE **667**
Apt Elev **667**

RNAV (GPS) RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

▼ For inoperative MALS, increase LNAV Cats A and B visibility to 1 mile. When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.



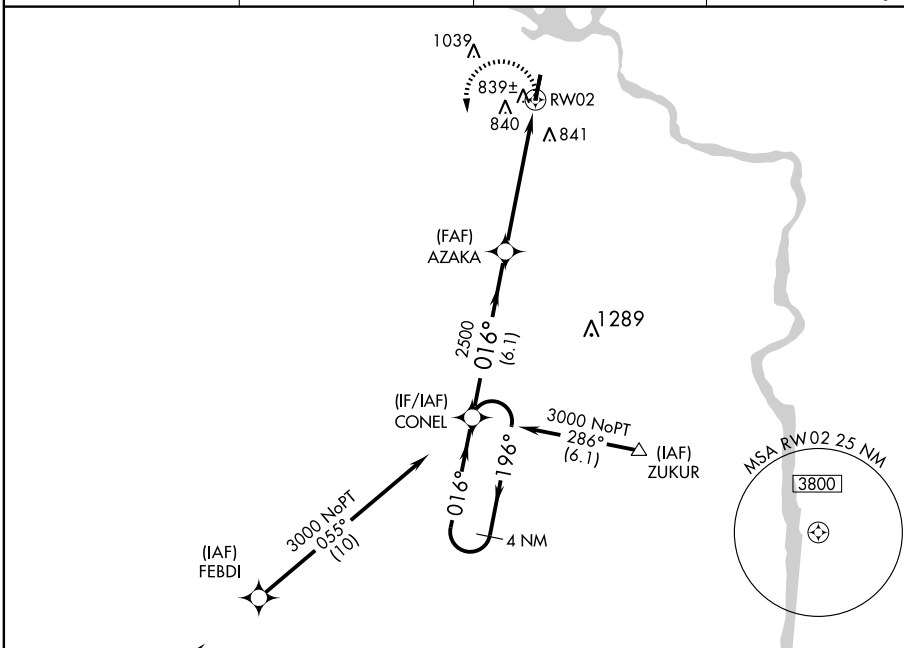
MISSED APPROACH: Climbing left turn to 3000 direct CONEL and hold.

ASOS
120.775

CHARLOTTE APP CON
120.05 307.8

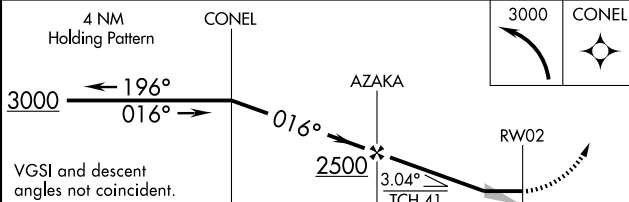
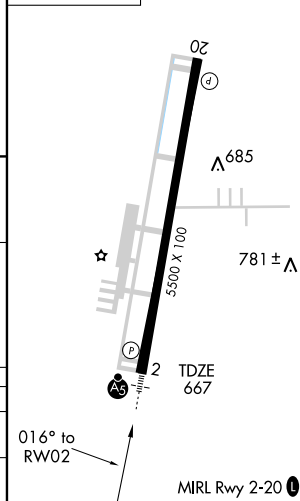
CLNC DEL
126.85

UNICOM
123.05 (CTAF) 0



WILLS
4000 054° (17.3)
Procedure NA for arrivals at WILLS via V66 Southwest bound.

ELEV **667**



CATEGORY	A	B	C	D
LNAV MDA	1100-3/4	433 (500-3/4)	1100-1	433 (500-1)
CIRCLING	1140-1	473 (500-1)	1200-1 1/2	533 (600-2)

APP CRS
196°

Rwy Idg **5500**
TDZE **662**
Apt Elev **667**

RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

▼ When local altimeter setting not received, use Charlotte, NC
altimeter setting and increase all MDAs 60 feet.
▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct CONEL and hold.

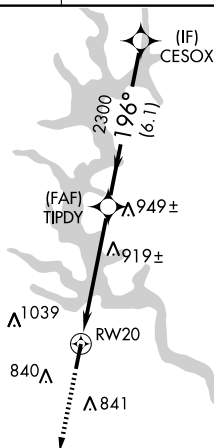
ASOS
120.775

CHARLOTTE APP CON
120.05 307.8

CLNC DEL
126.85

UNICOM
123.05 (CTAF) 0

1540 A

**RADAR REQUIRED**

ELEV 667

196° to RWY 20

TDZE 662

02

685

781 ± A

5500 X 100

2

MIRL Rwy 2-20 0



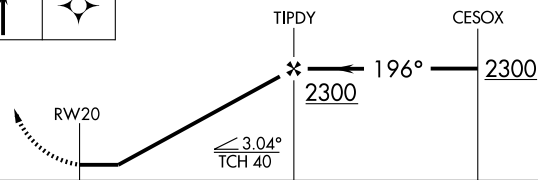
MSA RWY 20 25 NM

3800

3000

CONEL

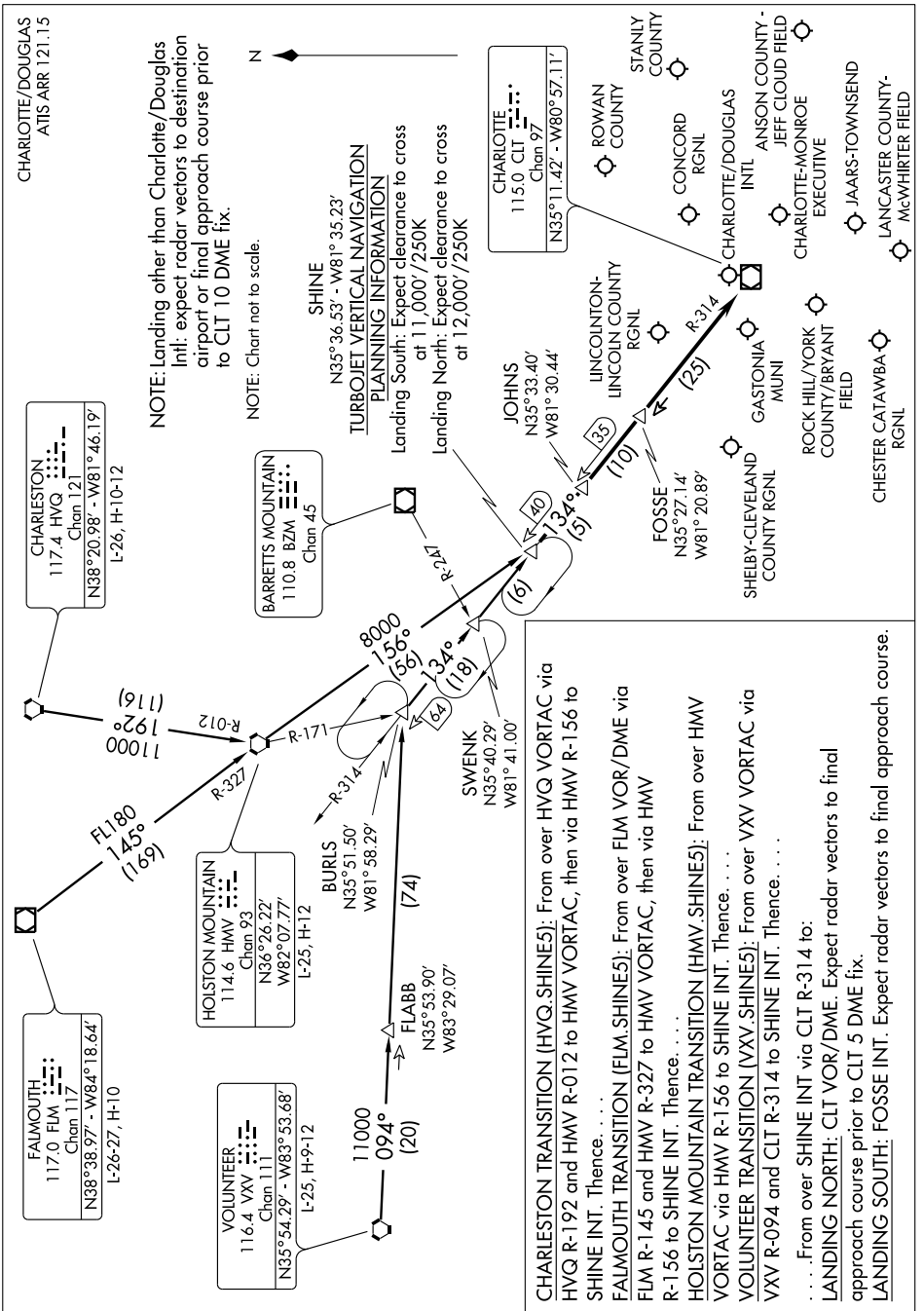
VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1180-1	518 (600-1)	1180-1½ 518 (600-1½)	1180-1¾ 518 (600-1¾)
CIRCLING	1180-1	513 (600-1)	1200-1½ 533 (600-1½)	1220-2 553 (600-2)

SHINE FIVE ARRIVAL

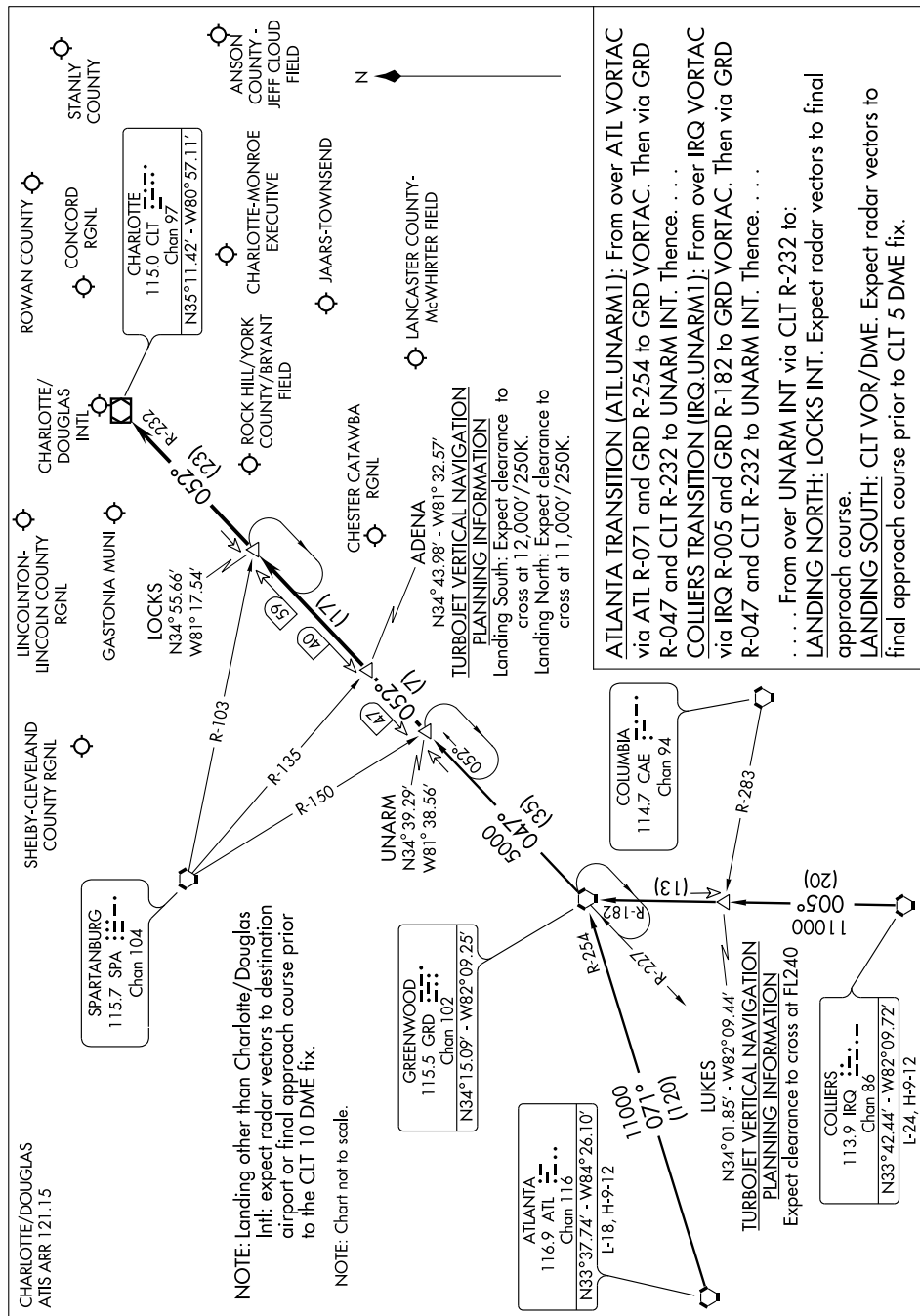
CHARLOTTE, NORTH CAROLINA



SHINE FIVE ARRIVAL

CHARLOTTE, NORTH CAROLINA

UNARM ONE ARRIVAL



ST GEORGE (6J2) 3 E UTC-5(-4DT) N33°11.73' W80°30.51'

85 B NOTAM FILE AND

RWY 05-23: H3201X60 (ASPH) S-21, D-30 LIRL

RWY 05: Tree. RWY 23: Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt bcn OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP/DEP CON** 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

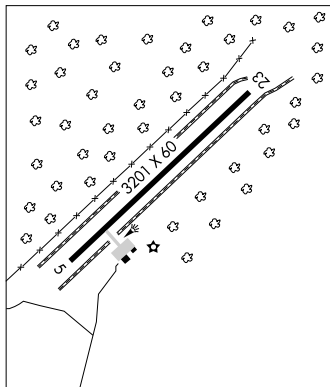
VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 196° 17 NM to fld. 140/06W.

CHARLOTTE

L-24I

IAP



SALUDA CO (6J4) 4 S UTC-5(-4DT) N33°55.61' W81°47.68'

555 B S4 NOTAM FILE AND

RWY 01-19: H3189X60 (ASPH) S-11.3 MIRL

RWY 01: Tree.

RWY 19: PAPI(P2L)—GA 4.15° TCH 52'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat

1300-1700Z†. 30' drop off N end of Rwy 01. Rwy 01-19 MIRL

OTS indef. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **AUGUSTA APP/DEP CON** 126.8 119.15

COLUMBIA APP/DEN CON 124.15

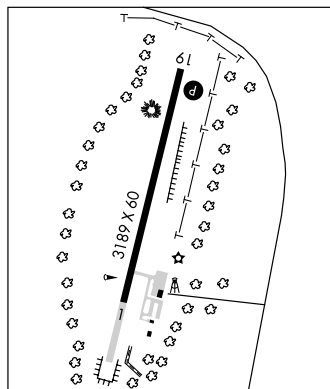
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 138° 26.5 NM to fld. 630/01W.

CHARLOTTE

L-24I



SANTEE COOPER RGNL (See MANNING)

APP CRS
015°

Rwy Idg **3189**
TDZE **539**
Apt Elev **539**

RNAV (GPS) RWY 1
SALUDA COUNTY (6J4)

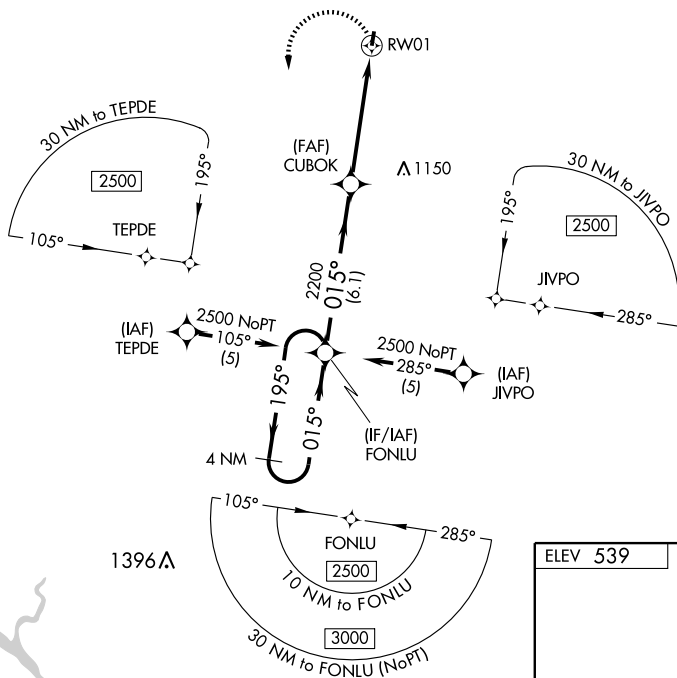
▽ DME/DME RNP-0.3 NA. Procedure NA at night.
△ NA Visibility reduction by helicopters NA. Use Aiken
altimeter setting; when not received, use Augusta Rgnl
at Bush Field altimeter setting and increase all MDA
100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing left
turn to 2500 direct FONLU and hold.

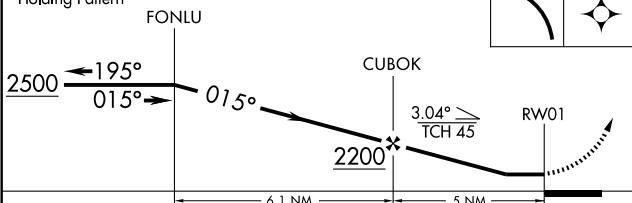
AIKEN AWOS-3
118.025

AUGUSTA APP CON ★
119.15

122.9 (CTAF) ①

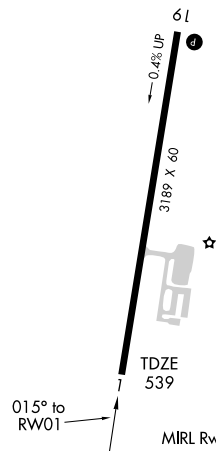


4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA
CIRCLING	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA

ELEV 539



APP CRS **195°**
Rwy ldg **3189**
TDZE **539**
Apt Elev **539**

RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

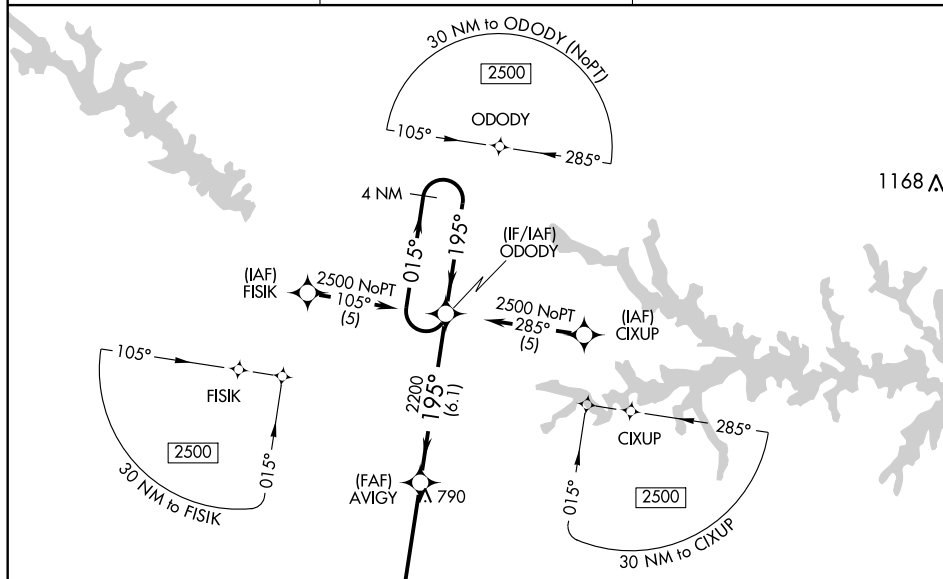
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2500
direct FONLU and hold.

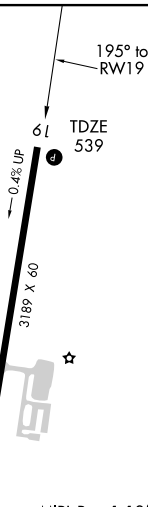
AIKEN AWOS-3
118.025

AUGUSTA APP CON ★
119.15

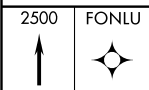
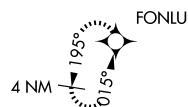
122.9 (CTAF) ①



ELEV 539

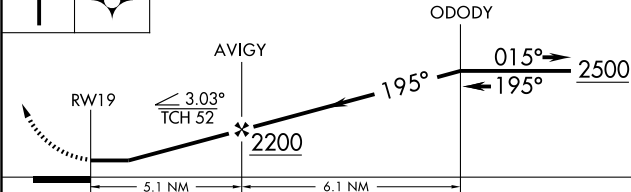


MISSED APCH FIX



VGSI and descent angles
not coincident.

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1060-1	521 (600-1)	1060-1½ 521 (600-1½)	NA
CIRCLING	1060-1	521 (600-1)	1160-1¾ 621 (700-1¾)	NA

SPARTANBURG DOWNTOWN MEML (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z†, Sat-Sun 1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.925 (864) 587-2529.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

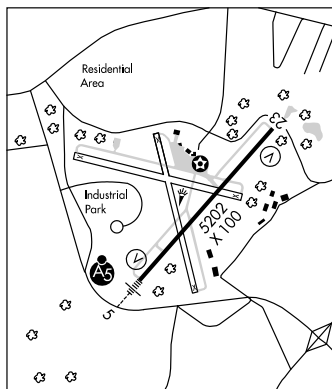
AIRSPACE: CLASS E svc 1100-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62'
194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065°
1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

SUMMERVILLE (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

AIRPORT REMARKS: Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (843) 821-8403.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHARLESTON APP/DEP CON 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W.
HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

SUMTER (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23 —CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

WEATHER DATA SOURCES: AWOS-3 118.075 (803) 469-6750.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SHAW APP/DEP CON 125.4 (1200-0430Z†)

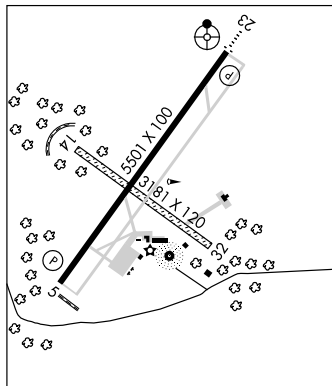
JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'
W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld.

(Unmonitored SS-SR).



LOC I-SPA	APP CRS	Rwy Idg	5202
<u>109.1</u>	047°	TDZE	803
		Apt Elev	803

ILS or LOC RWY 5

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

T When MALSR inop, increase S-LOC 5 Cat A/B visibility to 1
Δ NA mile. Inoperative table does not apply to S-ILS 5. Visibility
 reduction by helicopters NA. ADF OR DME REQUIRED

MALSR

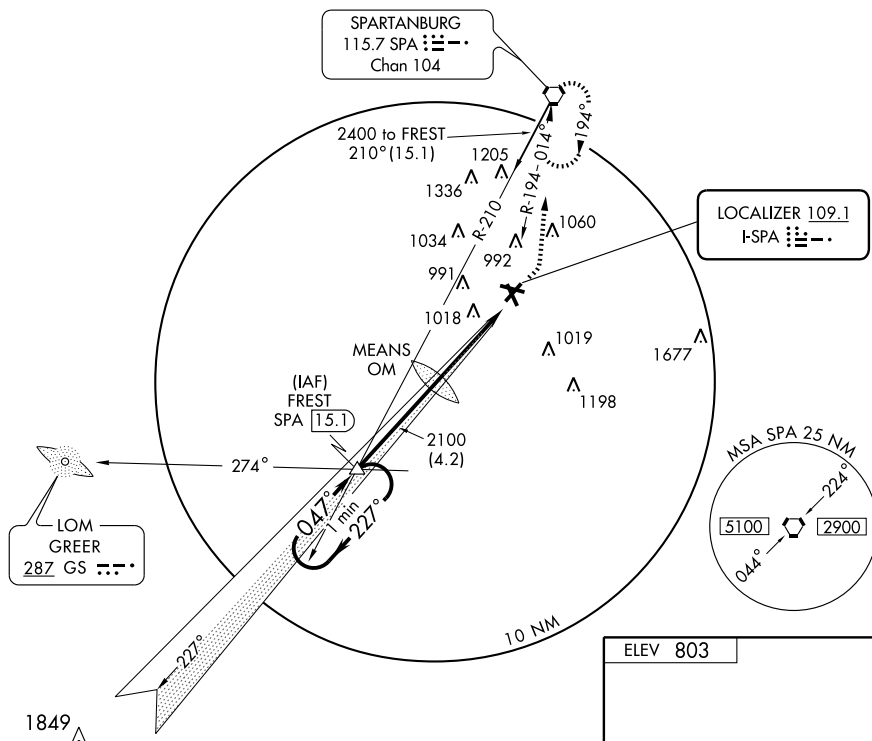
MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct SPA VORTAC and hold.

AWOS-3
133,925

GREER APP CON ★
119.4 350.2

CLNC DEL
120.55

UNICOM
123.0 (CTAF) **L**



SE-2. 21 OCT 2010 to 18 NOV 2010

One Minute Holding Pattern

FREST
SPA 15.1

MEANS

1304

30

SPA

$$\frac{2400}{047^{\circ}} \leftarrow 227^{\circ}$$
$$\begin{array}{r} -227^{\circ} \\ \hline 047^{\circ} \end{array}$$

— 047

2067

GS 3.00
TCH 48

2100

3.8 NM

	C
--	---

CATEGORY

A

B

C

S-ILS-5

1003- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)

S-LOC MDA

1280- $\frac{3}{4}$ 477 (500- $\frac{3}{4}$)

1280-1
(73,4500,1)

CIRCLING

1320-1 517 (600-1)

1320-1½

1420-2

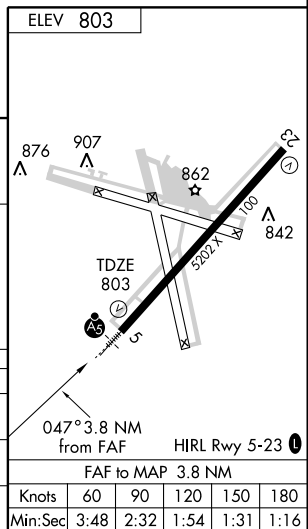
SPARTANBURG, SOUTH CAROLINA

Orig-A 09295

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

34°55'N-81°57'W

ILS or LOC RWY 5

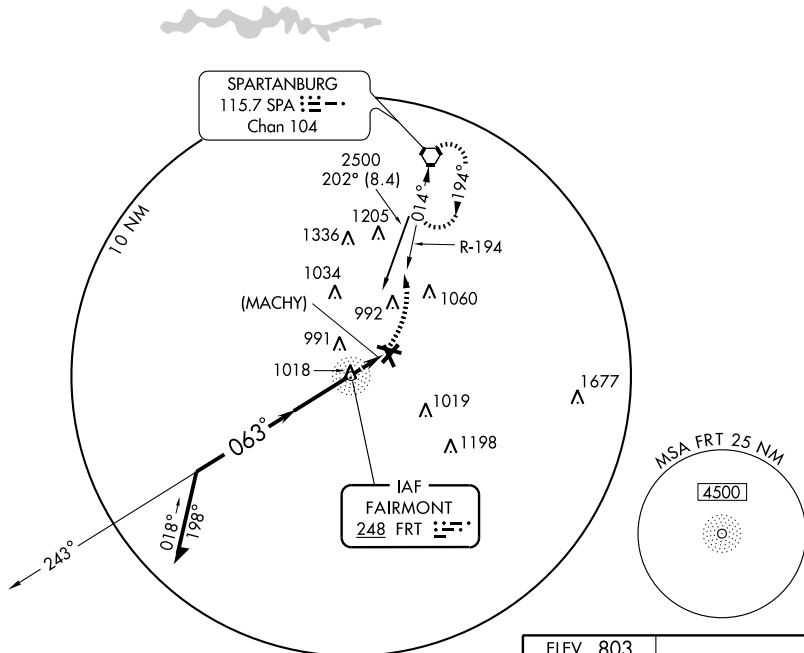
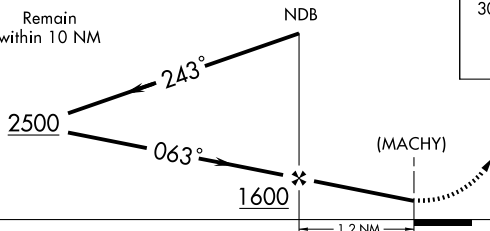
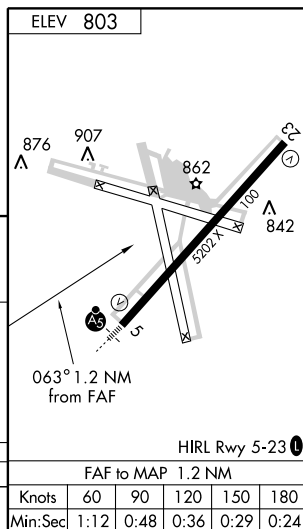


NDB FRT 248	APP CRS 063°	Rwy Idg TDZE Apt Elev	N/A N/A 803
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NDB or GPS-A

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

NA MISSED APPROACH: Climb to 3000 direct SPA VORTAC and hold.			
AWOS-3 133.925	GREER APP CON ★ 119.4 350.2	CLNC DEL 120.55	UNICOM 123.0 (CTAF)

1849
△Remain
within 10 NM3000 SPA
115.7

HIRL Rwy 5-23

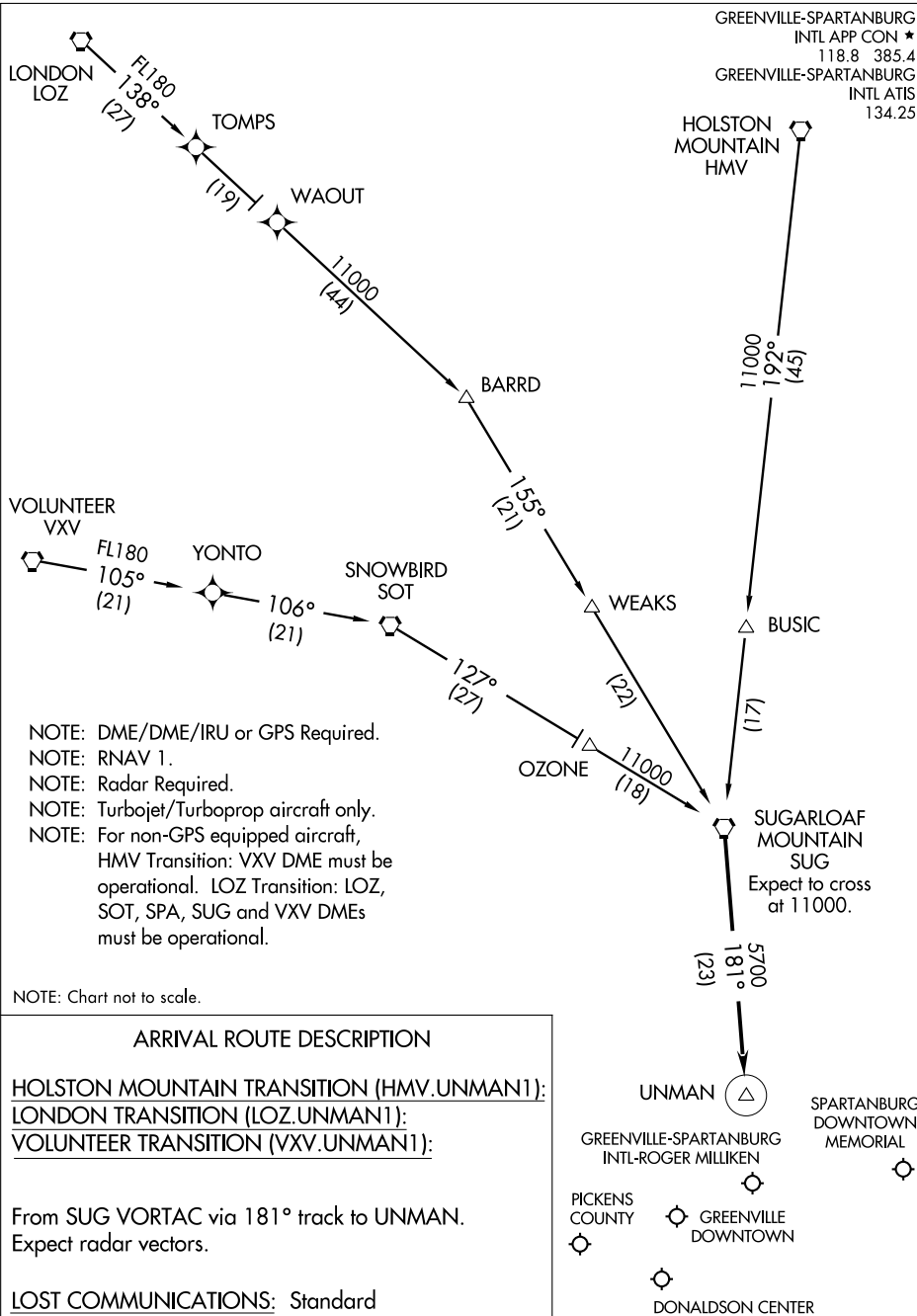
CATEGORY	A	B	C	D	FAF to MAP 1.2 NM					
CIRCLING	1320-1	517 (600-1)	1320-1½ 517 (600-1½)	1420-2 617 (700-2)	Knots	60	90	120	150	180
					Min:Sec	1:12	0:48	0:36	0:29	0:24

(UNMAN.UNMAN1) 10210

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

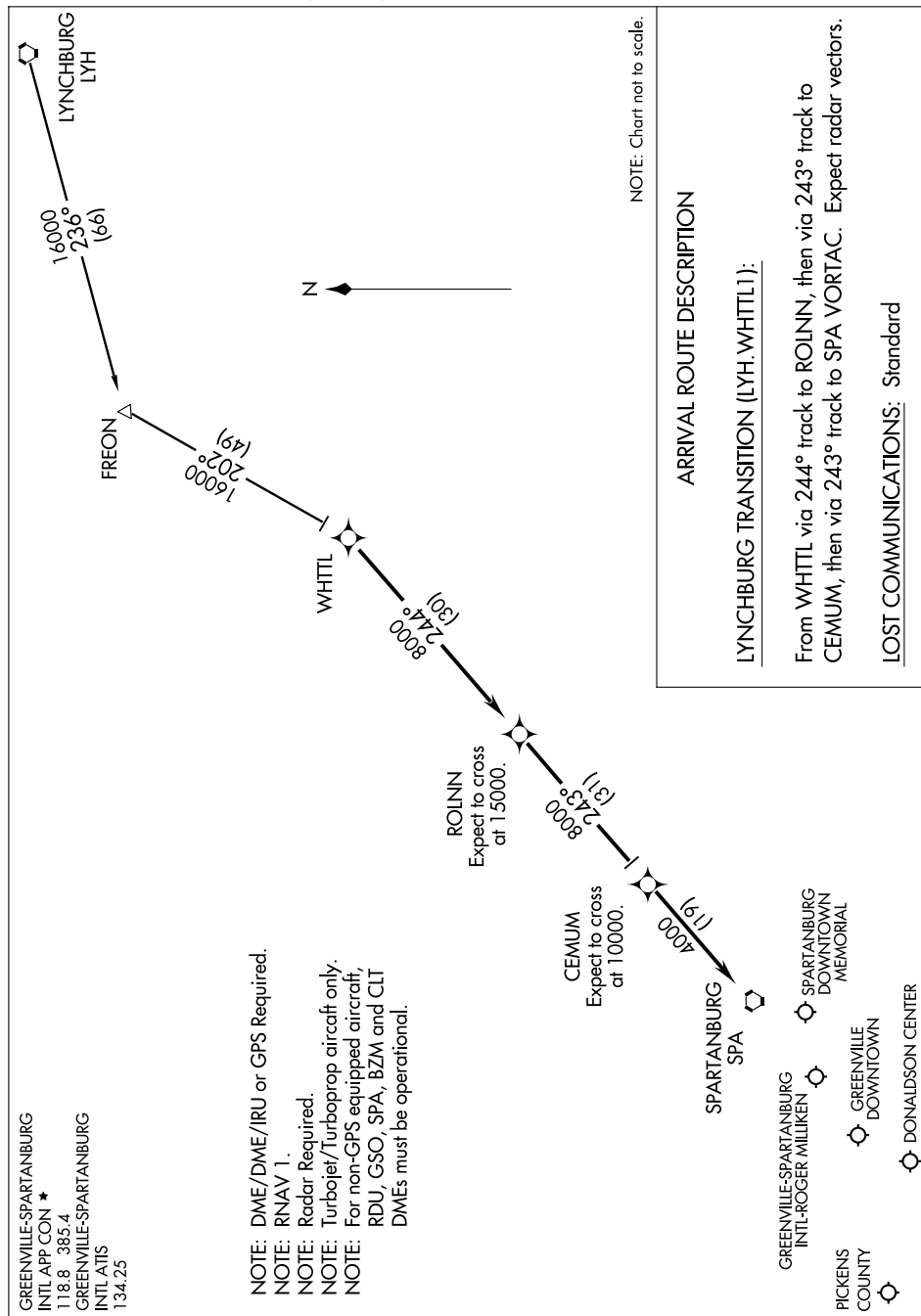
(UNMAN.UNMAN1) 10210

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

ST GEORGE (6J2) 3 E UTC-5(-4DT) N33°11.73' W80°30.51'

85 B NOTAM FILE AND

RWY 05-23: H3201X60 (ASPH) S-21, D-30 LIRL

RWY 05: Tree. RWY 23: Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt bcn OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP/DEP CON** 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

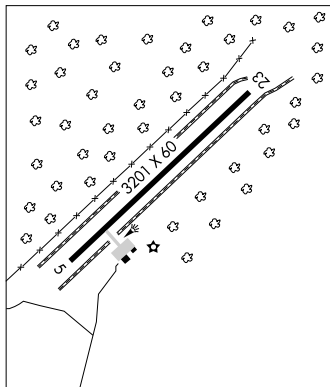
VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'

W80°26.92' 196° 17 NM to fld. 140/06W.

CHARLOTTE

L-24I

IAP



SALUDA CO (6J4) 4 S UTC-5(-4DT) N33°55.61' W81°47.68'

555 B S4 NOTAM FILE AND

RWY 01-19: H3189X60 (ASPH) S-11.3 MIRL

RWY 01: Tree.

RWY 19: PAPI(P2L)—GA 4.15° TCH 52'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat

1300-1700Z†. 30' drop off N end of Rwy 01. Rwy 01-19 MIRL

OTS indef. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **AUGUSTA APP/DEP CON** 126.8 119.15

COLUMBIA APP/DEN CON 124.15

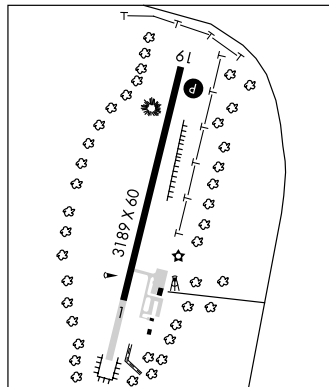
RADIO AIDS TO NAVIGATION: NOTAM FILE GRD.

GREENWOOD (H) VORTAC 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 138° 26.5 NM to fld. 630/01W.

CHARLOTTE

L-24I



SANTEE COOPER RGNL (See MANNING)

APP CRS **052°**
 Rwy Idg **3201**
 TDZE **84**
 Apt Elev **85**

RNAV (GPS) RWY 5

ST. GEORGE (6J2)

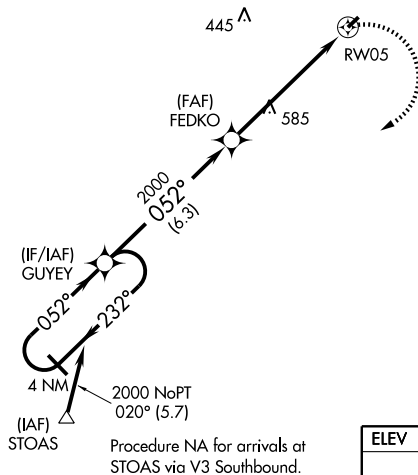
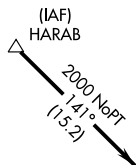
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV/Circling Cat C and D visibilities $\frac{1}{4}$ mile.
▲ NA

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON
120.7 306.925

UNICOM
122.8 (CTAF)

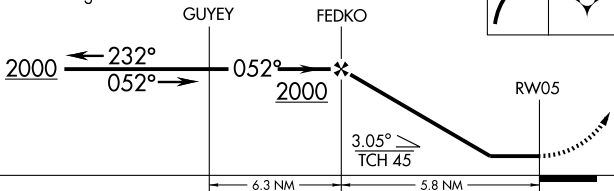
Procedure NA for arrivals at HARAB via V18 Northwest bound.



Procedure NA for arrivals at STOAS via V3 Southbound.

ELEV **85**

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	940-1 856 (900-1)	940-1 $\frac{1}{4}$ 856 (900-1 $\frac{1}{4}$)	940-2 $\frac{1}{2}$ 856 (900-2 $\frac{1}{2}$)	940-2 $\frac{3}{4}$ 856 (900-2 $\frac{3}{4}$)
CIRCLING	940-1 855 (900-1)	940-1 $\frac{1}{4}$ 855 (900-1 $\frac{1}{4}$)	940-2 $\frac{1}{2}$ 855 (900-2 $\frac{1}{2}$)	940-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)

TDZE **84**
 3201 x 40
 052° to RW05

LIRL Rwy 5-23

VORTAC VAN
110.4
Chan 41

APP CR
196°

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
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31	10	10
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33	10	10
34	10	10
35	10	10
36	10	10
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41	10	10
42	10	10
43	10	10
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46	10	10
47	10	10
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49	10	10
50	10	10
51	10	10
52	10	10
53	10	10
54	10	10
55	10	10
56	10	10
57	10	10
58	10	10
59	10	10
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61	10	10
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63	10	10
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66	10	10
67	10	10
68	10	10
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74	10	10
75	10	10
76	10	10
77	10	10
78	10	10
79	10	10
80	10	10
81	10	10
82	10	10
83	10	10
84	10	10
85	10	10
86	10	10
87	10	10
88	10	10
89	10	10
90	10	10
91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

N/A
N/A
85

VOR/DME-A
ST. GEORGE (6J2)

T Visibility reduction by helicopters NA. Use Summerville
A NA altimeter setting; when not received, use Charleston
altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 via VAN VORTAC R-196 to HAMON/12 DME and hold.

CHARLESTON APP CON
120.7 306.925

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on
VAN VORTAC airway radials
209 CW 243.

IAF
VANCE
110.4 VAN
Chan 41

MSA VAN 25 NM

2400

ELEV 85

196° 4.8 NM
from FAF

1200

2000

HAMON
VAN 12

HAMON
VAN 12

CFFLO
VAN 6

VORTAC

1

110

10

1

—

2000

 γ

5.8

200

Procedure Turn
NA

LURL Rwy 5-23

Knots	60	90	120	150	180
-------	----	----	-----	-----	-----

Min:Sec					
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ST. GEORGE, SOUTH CAROLINA

Amdt 2 08101

33°12'N - 80°31'W

ST. GEORGE (6.J2)

VOR/DME-A

SE-2. 21 OCT 2010 to 18 NOV 2010

SPARTANBURG DOWNTOWN MEML (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z†, Sat-Sun 1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.925 (864) 587-2529.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

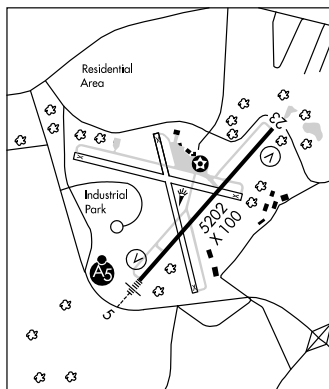
AIRSPACE: CLASS E svc 1100-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62'
194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065°
1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

SUMMERVILLE (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

AIRPORT REMARKS: Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (843) 821-8403.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHARLESTON APP/DEP CON 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W.
HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

SUMTER (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

WEATHER DATA SOURCES: AWOS-3 118.075 (803) 469-6750.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SHAW APP/DEP CON 125.4 (1200-0430Z†)

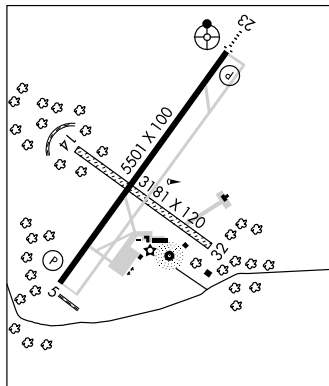
JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'
W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld.

(Unmonitored SS-SR).



NDB DYB 365	APP CRS 067°	Rwy Idg TDZE Apt Elev	3700 56 56
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NDB RWY 6

SUMMERVILLE (DYB)

T When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet.

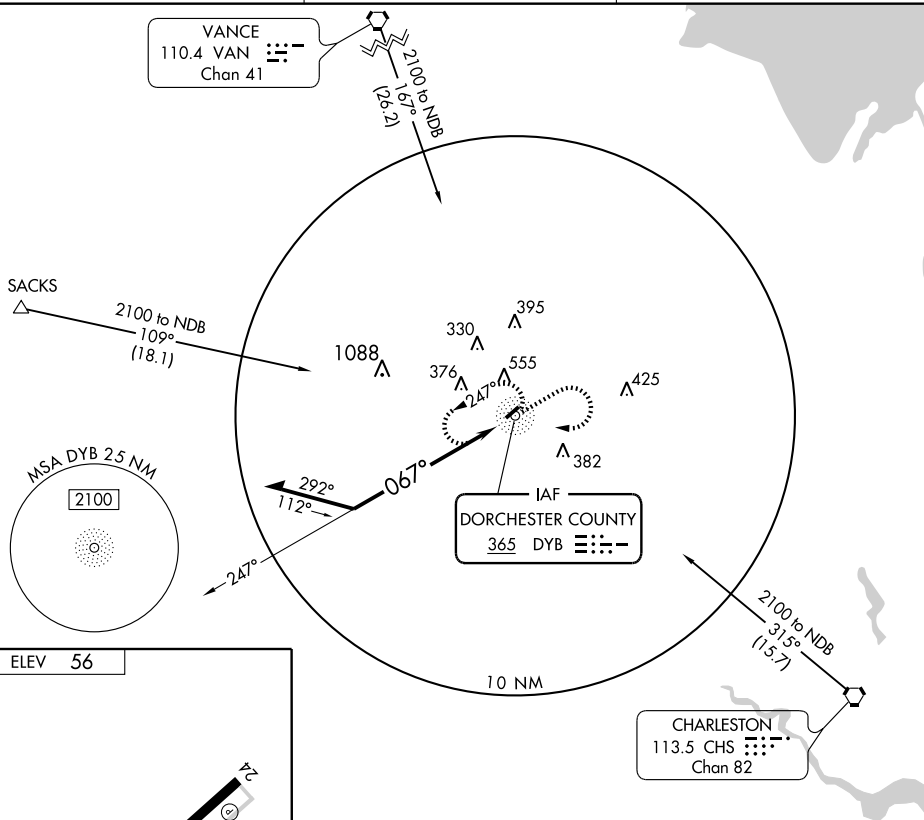
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct DYB NDB and hold.

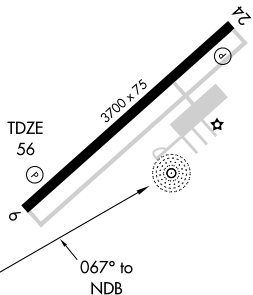
AWOS-3
119.575

CHARLESTON APP CON
120.7 306.925

UNICOM
123.0 (CTAF) 0



ELEV 56



Remain within 10 NM

2100

NDB

1200

2100

DYB

CATEGORY	A	B	C	D
S-6	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA
CIRCLING	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA

MIRL Rwy 6-24 0

WAAS CH 49018 W06A	APP CRS 056°	Rwy Idg TDZE Apt Elev	3700 56 56
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RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all DA 38 feet and MDA 40 feet, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston altimeter setting.

MISSED APPROACH: Climb to 2600 direct PROSO and hold.

AWOS-3
119.575

CHARLESTON APP CON
120.7 306.925

UNICOM
123.0 (CTAF) ①

Procedure NA for arrivals at SACKS via V18-311 Northwest bound.

(IAF)
SACKS

2600 NoPT
148°
(14.3)

4 NM

236°

056°

1700

056°

(b)

(IF/IAF)
INARE

(FAF)
OMOLY

1088

330

376

555

395

155 ±

382

RW06

425

2600 to INARE

246°

(29)

Procedure NA for arrivals at HERMN via V437 North bound.

MSA RW06 25 NM

2400

ELEV 56

4 NM
Holding Pattern

INARE

VGSI and RNAV glidepath
not coincident.

2600

PROSO

2600
GS 3.00°
TCH 30

236°

056°

056°

1700

1700

OMOLY

1700

1700

1700

1700

1700

1700

1700

1700

1700

1700

1700

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1700

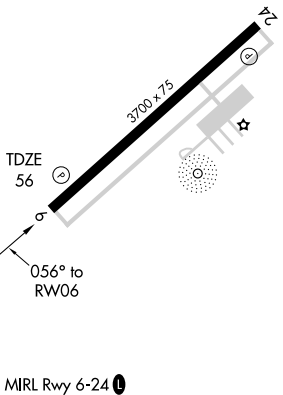
1700

1700

1700

1700

CATEGORY	A	B	C	D
LPV DA	256-1	200 (200-1)		NA
LNAV/VNAV DA	582-2	526 (600-2)		NA
LNAV MDA	740-1	684 (700-1)	740-2 684 (700-2)	NA
CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA



MIRL Rwy 6-24 ①

APP CRS	Rwy Idg	3700
236°	TDZE	56
	Apt Elev	56

RNAV (GPS) RWY 24

SUMMERVILLE (DYB)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3
119.575

CHARLESTON APP CON
120.7 306.925

UNICOM
123.0 (CTAF) ①

Procedure NA for arrivals at SACKS via V18-311 West bound.

SACKS → 2600 to PROSO
089° (26.4)

1088 Δ

330 Δ

376 Δ

395 Δ

555 Δ

382 Δ

272 Δ

425 Δ

(FAF) UTUYO

1700

236°

(IF/IAF) PROSO

4 NM

056°

236°

2600 NoPT

277° (7.7)

(IAF) HERMN

MSA JERAK 25 NM

2100

ELEV 56

TDZE 56

3700 x 75

0.5

0.8

3.7 NM

6 NM

1.3 NM to RW24

JERAK

UTUYO

1700

236°

056°

236°

2600

4 NM Holding Pattern

VGSI and descent angles not coincident.

3.04°

TCH 30

MIRL Rwy 6-24 ①

SUMMERVILLE, SOUTH CAROLINA

Orig-A 23SEP10

33°04'N-80°17'W

SUMMERVILLE (DYB)

RNAV (GPS) RWY 24

SE-2, 21 OCT 2010 to 18 NOV 2010

SPARTANBURG DOWNTOWN MEML (SPA) 3 SW UTC-5(-4DT) N34°54.94' W81°57.39'

CHARLOTTE

803 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SPA

H-98, 126, L-24J, 25C

RWY 05-23: H5202X100 (ASPH) S-30, D-45 HIRL

IAP

RWY 05: MALSR. VASI(V4L)—GA 3.0°TCH 59'. Tree.

RWY 23: VASI(V4L)—GA 3.0°TCH 57'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z†, Sat-Sun 1300-0100Z†. For fuel after hrs call 864-574-8552. TPA—1603(800) for piston acft and 2103(1300) for turboprop acft with small jets. ACTIVATE Rotating Beacon—CTAF. ACTIVATE HIRL Rwy 05-23 and MALSR Rwy 05—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.925 (864) 587-2529.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.7T (ANDERSON RADIO)

Ⓡ GREER APP/DEP CON 119.4 (1100-0445Z†) CLNC DEL 120.55

ATLANTA CENTER APP/DEP CON 135.35 (0445-1100Z†)

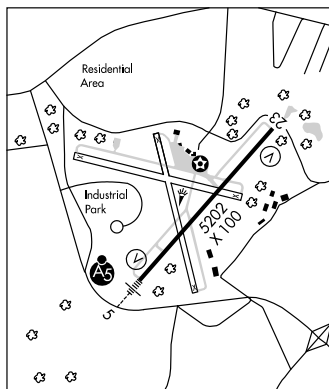
AIRSPACE: CLASS E svc 1100-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

(H) VORTAC 115.7 SPA Chan 104 N35°02.02' W81°55.62'
194° 7.2 NM to fld. 910/02W.

VORTAC unusable: 351°-099° below 15,000'.

FAIRMONT NDB (HW) 248 FRT N34°54.14' W81°59.09' 065°
1.6 NM to fld.

ILS 109.1 I-SPA Rwy 05. LOC and outer marker unmonitored.

**STUCKEY** N33°43.71' W79°31.50' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 236 HEK at Hemingway-Stuckey. OTS indef.

L-24J, 36E

SUMMERVILLE (DYB) 5 NW UTC-5(-4DT) N33°03.81' W80°16.76'

CHARLOTTE

56 B S4 FUEL 100LL, JET A NOTAM FILE AND

L-24J

RWY 06-24: H3700X75 (ASPH) S-12.5, D-30 MIRL

IAP

RWY 06: PAPI(P2L)—GA 3.3° TCH 28'. Thld dsplcd 250'. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.3° TCH 28'.

AIRPORT REMARKS: Attended 1300-0000Z†. For FBO call 843-851-0970. Banner towing 1500/blo intermittently daily; south side Rwy 06-24. Rwy 06 PAPI OTS indef. MIRL Rwy 06-24 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (843) 821-8403.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHARLESTON APP/DEP CON 120.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 315° 15.9 NM to fld. 39/05W.
HIWAS.

DORCHESTER NDB (MHW) 365 DYB N33°03.68' W80°16.64' at fld. NOTAM FILE AND.

SUMTER (SMS) 4 N UTC-5(-4DT) N33°59.70' W80°21.68'

CHARLOTTE

182 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-98, 126, L-24J

RWY 05-23: H5501X100 (ASPH) S-26, D-55 MIRL

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0°TCH 26'. Tree.

RWY 14-32: 3181X120 (TURF)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 0100Z† call 803-983-6577. Wildlife on and in/ovf arpt with increased activity dusk and dawn. After 0100Z† ACTIVATE MIRL Rwy 05-23, REILS Rwy 05 and Rwy 23 —CTAF. PAPI Rwy 05 and Rwy 23 continuous operations.

WEATHER DATA SOURCES: AWOS-3 118.075 (803) 469-6750.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SHAW APP/DEP CON 125.4 (1200-0430Z†)

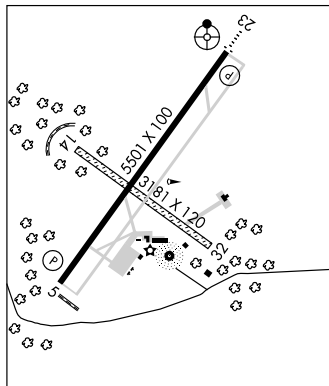
JAX CENTER APP/DEP CON 124.7 (0430-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

VANCE (L) VORTAC 110.4 VAN Chan 41 N33°28.49'
W80°26.92' 014° 31.5 NM to fld. 140/06W.

NDB (MHW) 252 SMS N33°59.45' W80°21.60' at fld.

(Unmonitored SS-SR).



NDB SMS 252	APP CRS 217°	Rwy Idg TDZE Apt Elev	5501 182 182
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NDB RWY 23

SUMTER (SMS)

▼
▲ NA

Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

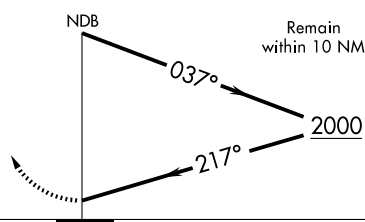
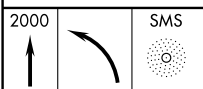
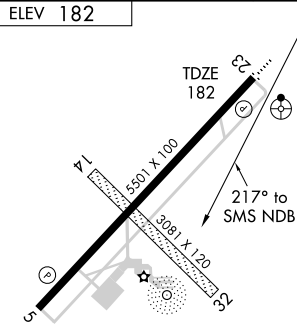
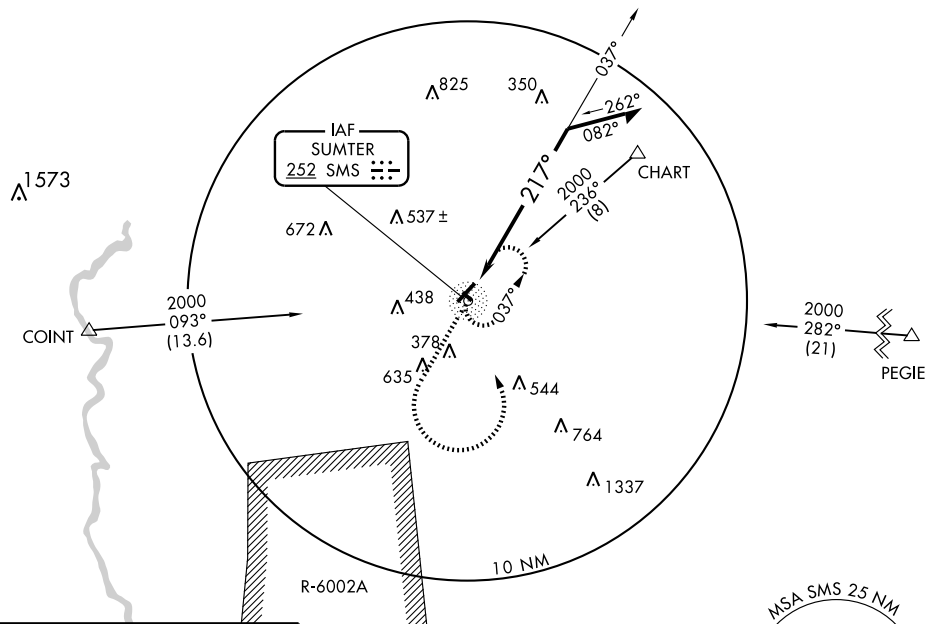
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3
118.075

SHAW APP CON ★
125.4

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-23	700-3/4	518 (600-3/4)	700-1 1/2 518 (600-1 1/2)	700-1 3/4 518 (600-1 3/4)
CIRCLING	700-1	518 (600-1)	700-1 1/2 518 (600-1 1/2)	760-2 578 (600-2)

MIRL Rwy 5-23 0
REIL Rwy 5 and 23 0

SUMTER, SOUTH CAROLINA

Amdt 3 22OCT09

34°00'N-80°22'W

SUMTER (SMS)
NDB RWY 23

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61215 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	5501 181 182
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RNAV (GPS) RWY 5

SUMTER (SMS)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

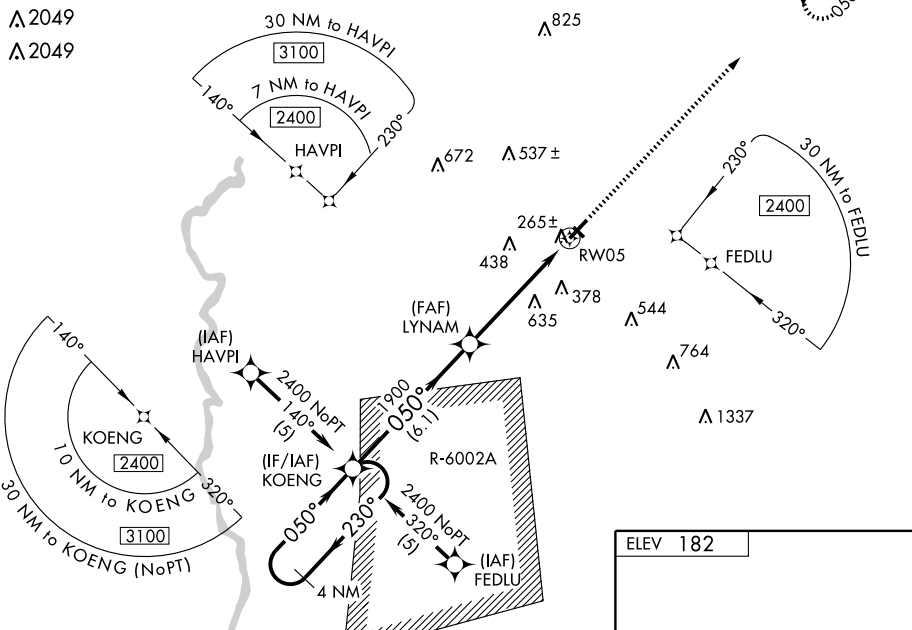
MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3
118.075

SHAW APP CON *
125.4

UNICOM
122.7 (CTAF) 0

△ 2049
△ 2049

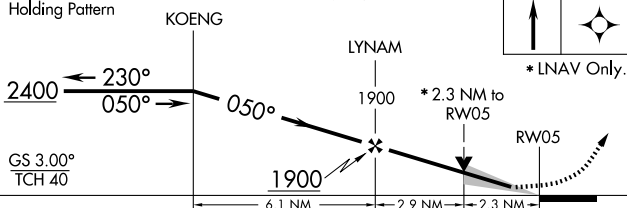


ELEV 182

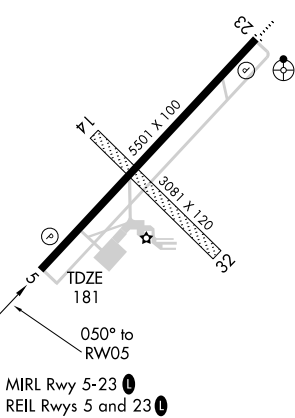
4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

2400 GAUGH



CATEGORY	A	B	C	D
LPV DA	381-¾ 200 (200-¾)			
LNAV/VNAV DA	535-1¼ 354 (400-1¼)			
LNAV MDA	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	940-2¼ 758 (800-2¼)	940-2½ 758 (800-2½)



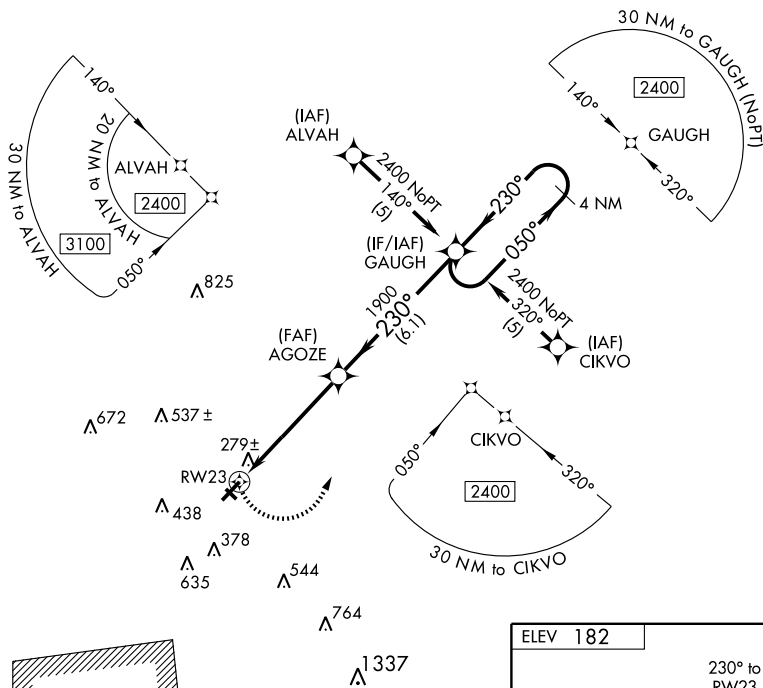
RNAV (GPS) Y RWY 23
SUMTER (SMS)

ODALS

MISSED APPROACH: Climbing left turn to 2400 direct GAUGH and hold.

SHAW APP CON★
125.4

UNICOM
122.7 (CTAF) **L**

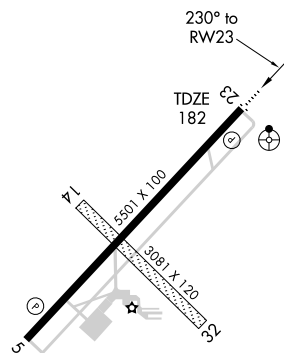


R-6002A

ELEV 182

2400	GAUGH
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GAUGH Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	600-3/4 418 (500-3/4)		600-1 1/4 418 (500-1 1/4)	
CIRCLING	640-1	458 (500-1)	640-1 1/2 458 (500-1 1/2)	760-2 578 (600-2)

MIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

WAAS CH 65915 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5501 182 182
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RNAV (GPS) Z RWY 23

SUMTER (SMS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ½ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

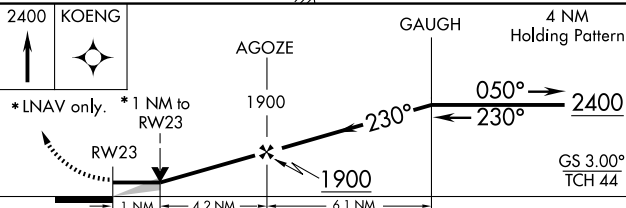
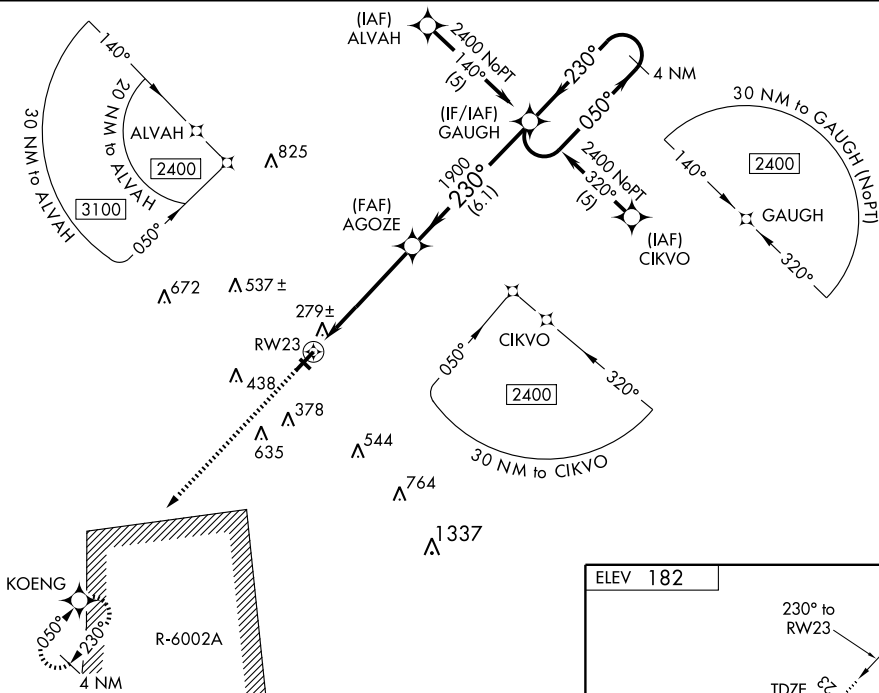
ODALS
⬆

MISSED APPROACH: Climb to 2400 direct KOENG and hold.

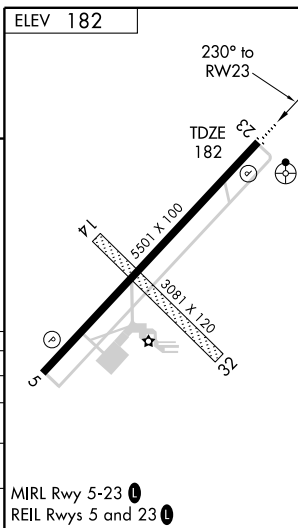
AWOS-3
118.075

SHAW APP CON ★
125.4

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	576-1½ 394 (400-1½)			
LNAV MDA	540-¾ 358 (400-¾)		540-1¼ 358 (400-1¼)	
CIRCLING	640-1 458 (500-1)	640-1½ 458 (500-1½)	760-2 578 (600-2)	



AIRPORT DIAGRAM

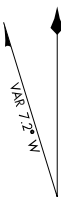
AFD-409 [USAF]

SUMTER, SOUTH CAROLINA

ATIS
132.125 270.1
SHAW TOWER
126.65 254.25
GND CON
126.1 275.8
CLNC DEL
121.8 289.4

519

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1°W



NORTH TRIM PAD
ELEV 239
1000 x 150
BAK-12

33°59'N

NORTH FIGHTER RAMP
HANGAR
BLDG 1511
ELEV 245

BAK-12
221.9°
221.9°
E-5
ELEV 235
1000 x 150
BAK-12

NORTH TRANSIENT RAMP
FIELD ELEV 242
10,016 x 130
8001 x 150

GUN BERM
HOT CARGO
340
CONTROL TOWER

HANGAR 1200
FIRE STATION
SOUTH TRANSIENT RAMP
BASE OPS
ELEV 245

33°58'N

SOUTH TRIM PAD
P-ROW

RWY 4L-22R
PCN 51 R/B/W/T
RWY 4R-22L
PCN 34 R/C/W/T

4L
1000 x 150
BAK-12
ELEV 237
4R
1000 x 150
ELEV 237

80°29'W

80°28'W

AIRPORT DIAGRAM

SUMTER, SOUTH CAROLINA

SHAW AFB (KSSC)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

SHAW AFB (SSC)(KSSC) AF 6 NW UTC-5(-4DT) N33°58.36' W80°28.23'

CHARLOTTE

241 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE AND Not insp.

H-9B, 12G, L-24I

RWY 04L-22R: H10016X150 (CONC) PCN 51 R/B/W/T HIRL

DIAP, AD

RWY 04L: ALSF1. PAPI(P4L).

RWY 22R: ALSF1. PAPI(P4L).

RWY 04R-22L: H8001X150 (CONC)

PCN 34 R/C/W/T HIRL

RWY 04R: SALSF. PAPI(P4L).

RWY 22L: ALSF1. PAPI(P4L).

ARRESTING GEAR/SYSTEM

RWY 04L ← HOOK BAK-12B(B) (45' OVRN) HOOK BAK-12B(B) (1457')

HOOK BAK-12B(B) (1447') HOOK BAK-12B(B) (45' OVRN) → **RWY 22R**

RWY 04R ← HOOK E5 (75' OVRN) HOOK BAK-12B(B) (1203')

HOOK BAK-12B(B) (1202') HOOK E5 (74' OVRN) → **RWY 22L**

MILITARY SERVICE: **LGT** All rwy thld lgt gated. **A-GEAR** Normal BAK-12 configuration: Rwy 04R-22L: apch down, dep up. Rwy 04L-22R: Rwy 22R dep up at all times, when Rwy 22R is active, both dep and apch up. Call twr for other configurations, BAK-12B apch end avbl 20 min prior notice. **JASU** 2(M32A-60) 2(A/M32A-86) **FUEL** J8, J8+100. **FLUID** SOAP SP PRESAIR LPOX LOX. LOX-24 hours prior notification required. **OIL** O-128-133-148 **TRANS ALERT** No fleet service avbl. Expect 2-3 hr svc/refuel delays weekends, holidays and peak periods; ltd maintenance. Concurrent refueling not avbl. No de-ice svc avbl. Tran acft will retain drag chutes to park. Tran Alert svc avbl Mon-Fri 1230-0030Z†, Sat-Sun 1500-2000Z†; not avbl holidays. Tran alert after hrs support is not authorized unless supporting higher HQ directed missions.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** All civilian acft rqr 20 FW approval (C803-895-2356) and an approved civil acft ldg permit prior to executing practice apch. Taxilane A, South of Twy B closed to all acft except 20 FW mission approved acft. ACC quiet hr in effect 0330-1100Z†. PPR, 24 hr prior notice rqr, ctc Base OPS. Tran acft contact Base OPS PTD prior to arrival to confirm svc rqr. DSN 965-2356, C803-895-2357, fax 2360. Issued PPR valid 1 hr +/- ETA, early/late arr/dep must re-coordinate. Tran acft ctc twr prior to exiting rwy. **CAUTION** Tran pilots will not climb above 1000' on dep during VFR conditions until clear of arpt boundary unless specifically cleared to do so by ATC. Specific taxi instructions for heavy acft ctc GND (may rqr back taxiing on rwy to appropriate ladder twy). Uncontrolled vehicle traffic on twy and apron. Acft with wingspan larger than 180' must use wing walkers when taxiing on Twy B centerline, 45' obstruction located 140' south twy centerline. **TFT PAT** TPA—Rectangular 1741(1500), overhead 2241(2000). **CSTMS/AG/IMG** 24 hr prior notice rqr for CSTMS and AG. **MISC** ACC RSRs applied to ACC acft only. Wx observation surface visibility ltd 1/16 SM SW-NE. Augmented/backed up AN/FMQ-19 AMOS in use when rqr during opr hr and for resource protection.

COMMUNICATIONS: **SFA** ATIS 132.125 270.1 **PTD** 139.6 372.2

(R) APP/DEP CON 125.4 285.4 (1200-0430Z†)

(R) JACKSONVILLE CENTER APP/DEP CON 124.7 269.55 (0430-1200Z†)

TOWER 126.65 254.25 **GND CON** 126.1 275.8 **CLNC DEL** 121.8 289.4

COMD POST (RAYMOND 26) 381.3 **PMSV METRO** 342.5 (Rdo svc unavbl until further notice. Forecaster avbl Mon-Fri 1000-1800Z†, cldsd hol, ctd DSN 965-2362, C803-895-2362. Opr hrs may vary with local flying schedule. After hrs remote and tran aircrew WX briefing call 26 OWS Barksdale AFB DSN 781-4775.)

AIRSPACE: **CLASS C** svc 1200-0430Z† other times **CLASS D**.

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

(L) TACAN Chan 38 SSC (110.1) N33°58.67' W80°27.97' at fld. 241/5W. No NOTAM MP Fri 1100-1300Z† (1500/3+1).

TACAN unusable:

126-184° byd 10 NM blo 4,000'

261°-345° byd 10 NM blo 4,000'

150°-175° byd 25 NM blo 5,000'

295°-325° byd 25 NM blo 5,000'

ILS 110.1 I-SSC Rwy 04L. No NOTAM MP Mon-Thu 1100-1300Z† (1500/3+1).

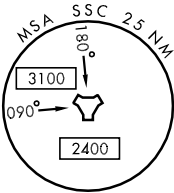
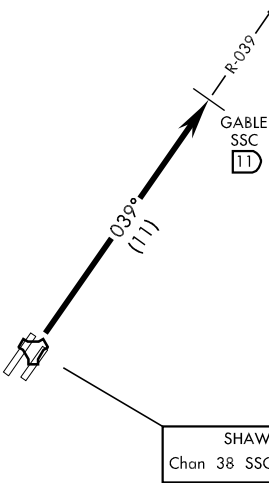
ILS 108.7 I-JWU Rwy 22R. No NOTAM MP Mon-Thu 1100-1300Z† (1500/3+1).

COMM/NAV/WEATHER REMARKS: Radar No NOTAM MP Tue-Fri dailv 0400-1100Z† (1500/3+1).

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

▲
1573



EMERG SAFE ALT 100 NM 3900

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Climb and intercept SSC TACAN R-039 until SSC 11 DME, then as directed by ATC.

LOC I-SSC 110.1	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242
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JAL-409 [USAF]

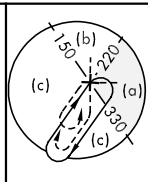
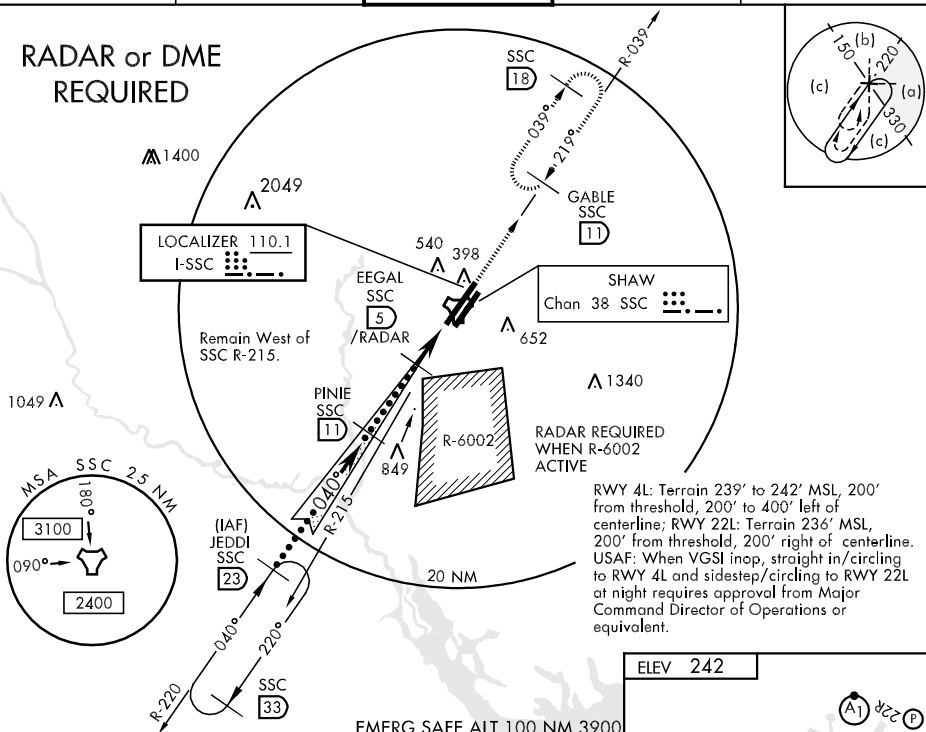
SHAW AFB (KSSC)

▼ * When ALS inop, increase CAT C vis to 1½ miles,
CAT D vis to 1¾ miles, CAT E vis to 2 miles.

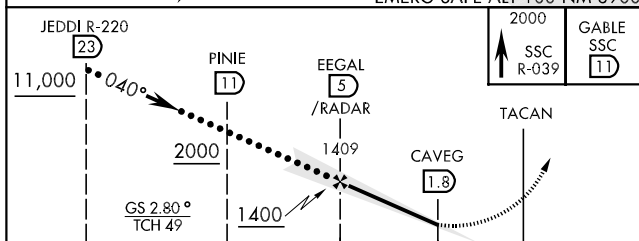


MISSED APPROACH: Climbing to 2000, intercept
SSC TACAN R-039 to GABLE and hold.

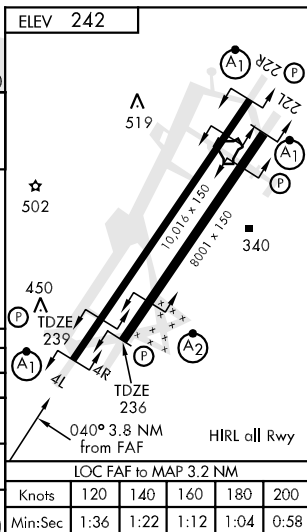
ATIS 132.125 270.1	SHAW APP CON 125.4 285.4	SHAW TOWER 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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RADAR or DME
REQUIRED

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



CATEGORY	A	B	C	D	E
S-ILS 4L		473/50	234	(300-1)	
S-LOC 4L *	780/50	541	(600-1)	780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50	564 (600-1)	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

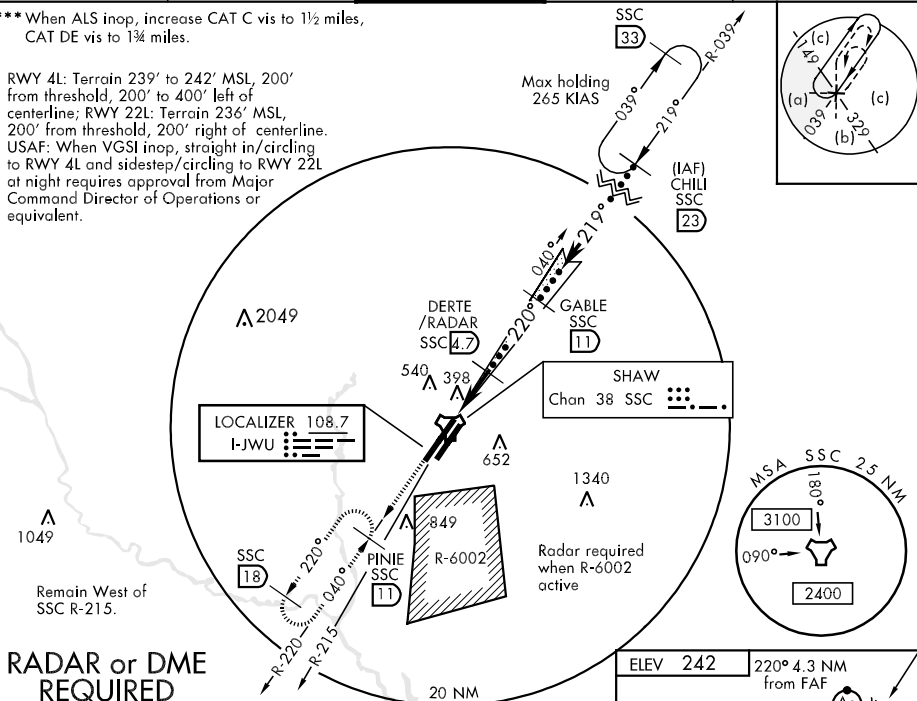


SHAW AFB (KSSC)

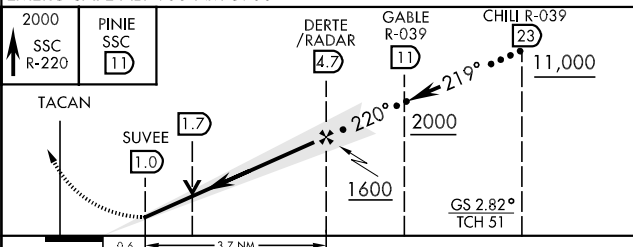
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

CLNC DEL
121.8 289.4

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSi inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

RADAR or DME
REQUIRED

EMERG SAFE ALT 100 NM 3900



SHAW AFB (KSSC)

Orig 09295

HI-ILS RWY 22R

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242
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JAL-409 [USAF]

SHAW AFB (KSSC)



* When ALS inop, increase CAT C vis to 1½ miles,
CAT D vis to 1¾ miles, CAT E vis to 2 miles.

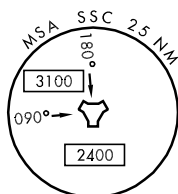
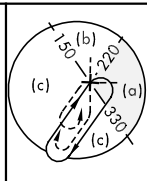
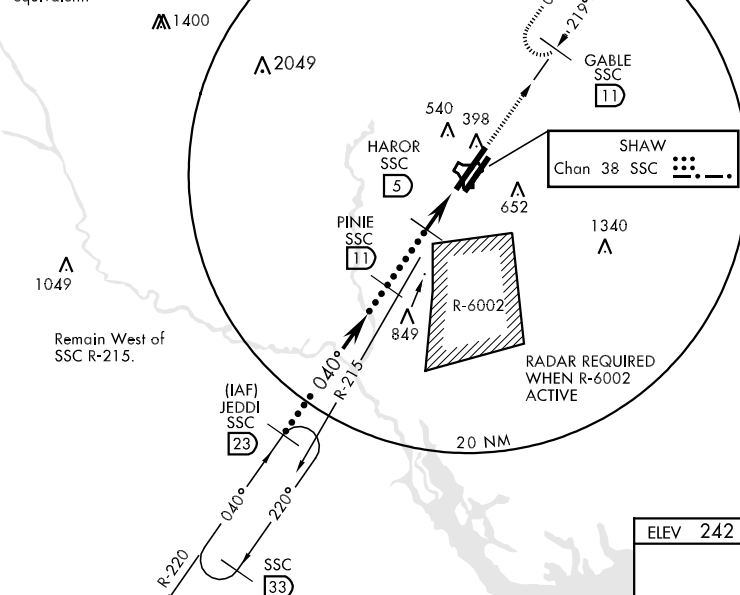
ALSIF-1



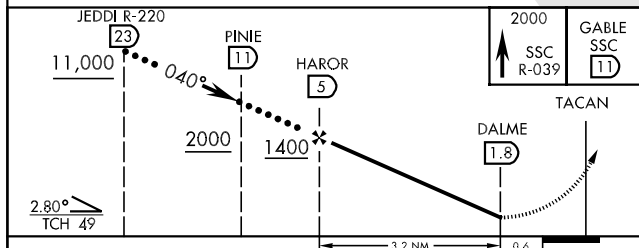
MISSED APPROACH: Climbing to 2000, intercept
SSC TACAN R-039 to GABLE on hold.

ATIS 132.125 270.1	SHAW APP CON 125.4 285.4	SHAW TOWER 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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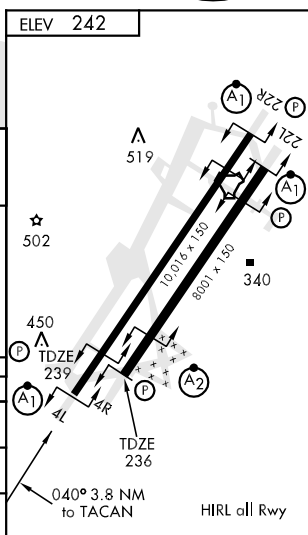
RWY 4L: Terrain 239' to 242' MSL, 200' from threshold,
200' to 400' left of centerline; RWY 22L: Terrain 236' MSL,
200' from threshold, 200' right of centerline. USAF: When
VGSI inop, straight in/circling to RWY 4L and
sidestep/circling to RWY 22L at night requires approval
from Major Command Director of Operations or
equivalent.



EMERG SAFE ALT 100 NM 3900



CATEGORY	C	D	E
S-4L *	800/50 561 (600-1)	800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)



TACAN SSC Chan 38	APCH CRS 219°	Rwy ldg 10,016 TDZE 240 Arpt Elev 242
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JAL-409 [USAF]

SHAW AFB (KSSC)

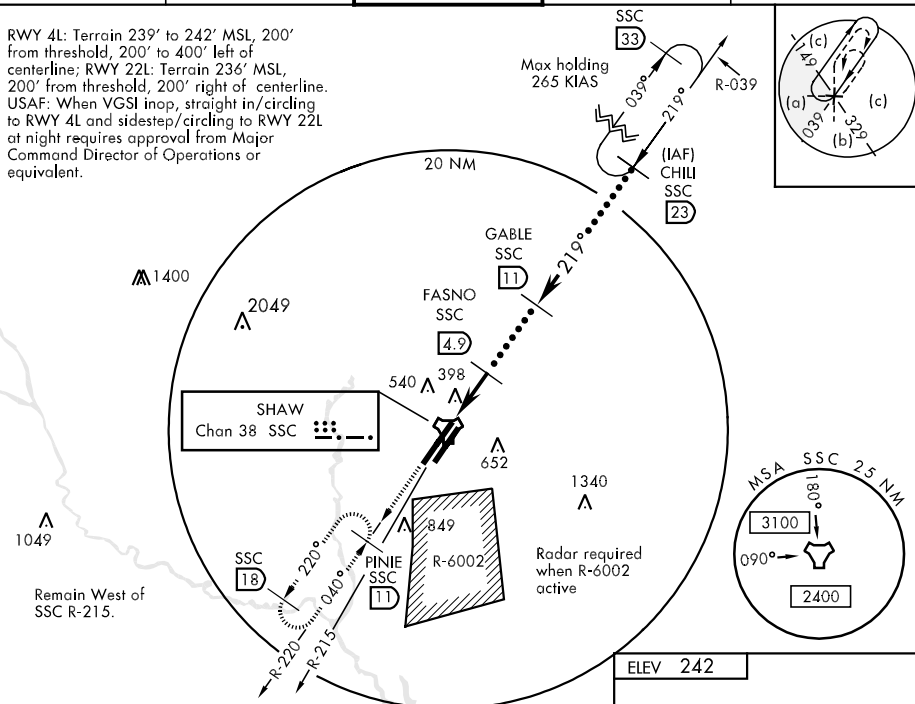
▼ * When ALS inop, increase CAT C vis to 1½ miles,
CAT DE vis to 1¾ miles.



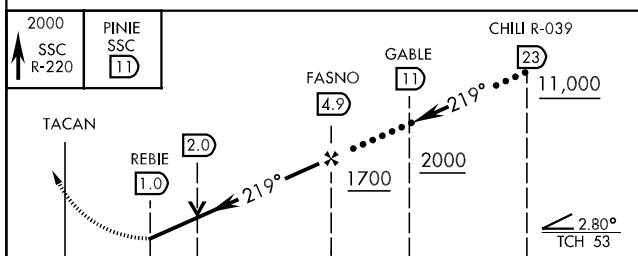
MISSED APPROACH: Climbing to 2000, intercept
SSC TACAN R-220 to PINIE and hold.

ATIS 132.125 270.1	SHAW APP CON 125.4 285.4	SHAW TOWER 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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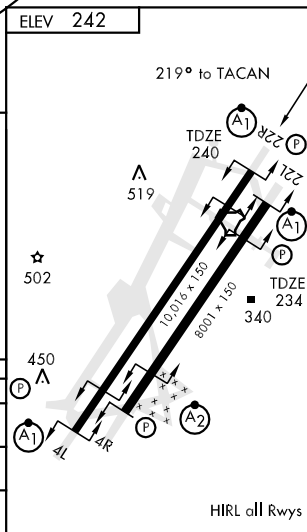
RWY 4L: Terrain 239' to 242' MSL, 200'
from threshold, 200' to 400' left of
centerline; RWY 22L: Terrain 236' MSL,
200' from threshold, 200' right of centerline.
USAF: When VGSI inop, straight in/circling
to RWY 4L and sidestep/circling to RWY 22L
at night requires approval from Major
Command Director of Operations or
equivalent.



EMERG SAFE ALT 100 NM 3900



CATEGORY	C	D	E
S-22R *	760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP * 22L	760/50 526 (600-1)	760/60 526 (600-1¼)	
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)



LOC I-JWU <u>108.7</u>	APCH CRS 220°	Rwy Idg 10,016 TDZE 240 Arpt Elev 242	AL-409 [USAF]	SHAW AFB (KSSC)
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T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.

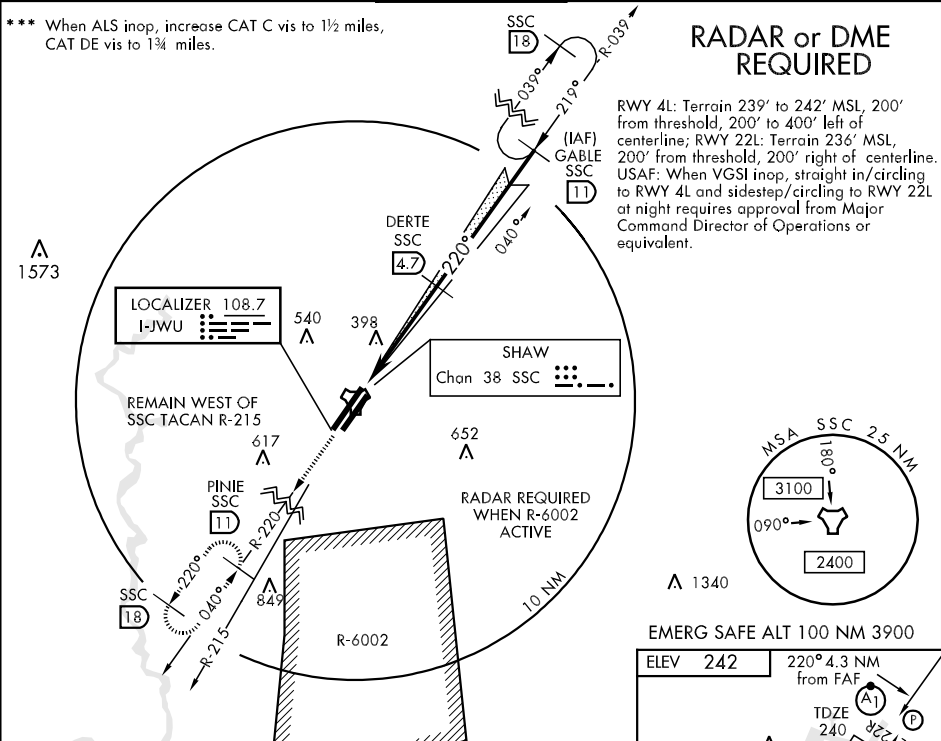


MISSED APPROACH: Climbing to 2000
intercept SSC TACAN R-220 to PINIE and hold.

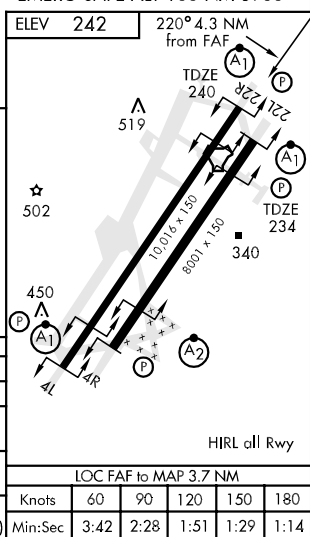
ATIS 132.125 270.1	SHAW APP CON 125.4 285.4	SHAW TOWER 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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*** When ALS inop, increase CAT C vis to 1½ miles,
CAT DE vis to 1¾ miles.

RADAR or DME
REQUIRED



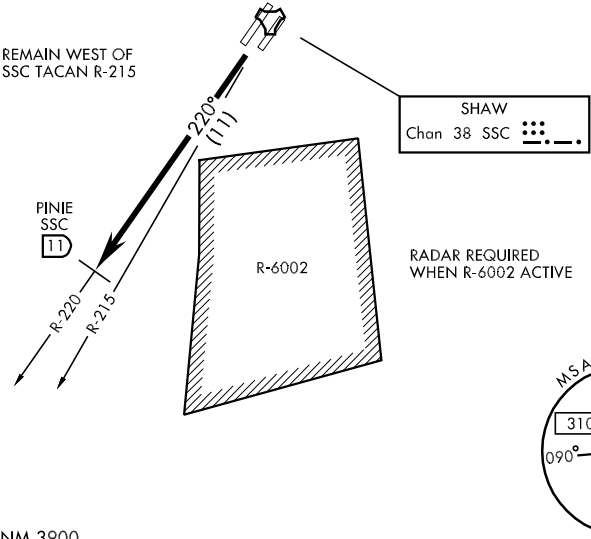
EMERG SAFE ALT 100 NM 3900



ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

▲
1573



EMERG SAFE ALT 100 NM 3900

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climb and intercept SSC TACAN R-220 until SSC 11 DME, then as directed by ATC.

TACAN SSC Chan 38	APCH CRS 040°	Rwy Idg 10,016 TDZE 239 Arpt Elev 242
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AL-409 [USAF]

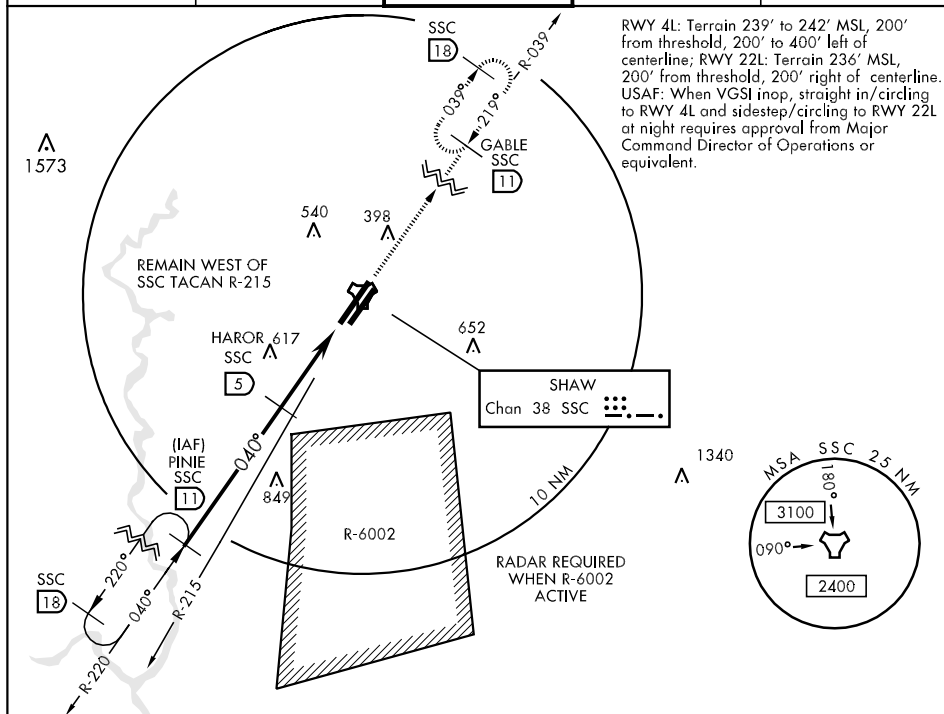
SHAW AFB (KSSC)

T * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

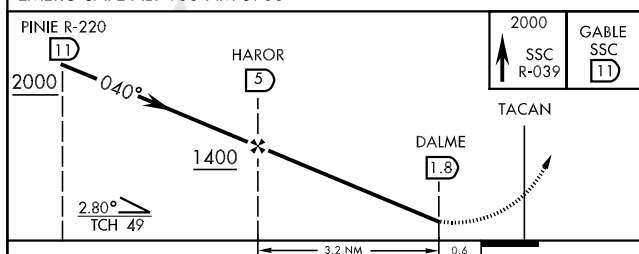


MISSED APPROACH: Climbing to 2000, intercept
SSC TACAN R-039 to GABLE and hold.

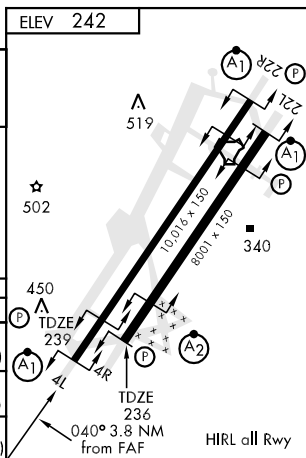
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4



EMERG SAFE ALT 100 NM 3900



CATEGORY	A	B	C	D	E
S-4L *	800/50	561 (600-1)		800-1¼ 561 (600-1½)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/50	564 (600-1)	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)



TACAN	SSC	APCH CRS	Rwy Idg	10,016		TACAN RWT	ZZR
Chan	38	219°	TDZE	240	AL-409 [USAF]		
			Arprt Elev	242		SHAW AFB	(KSSC)

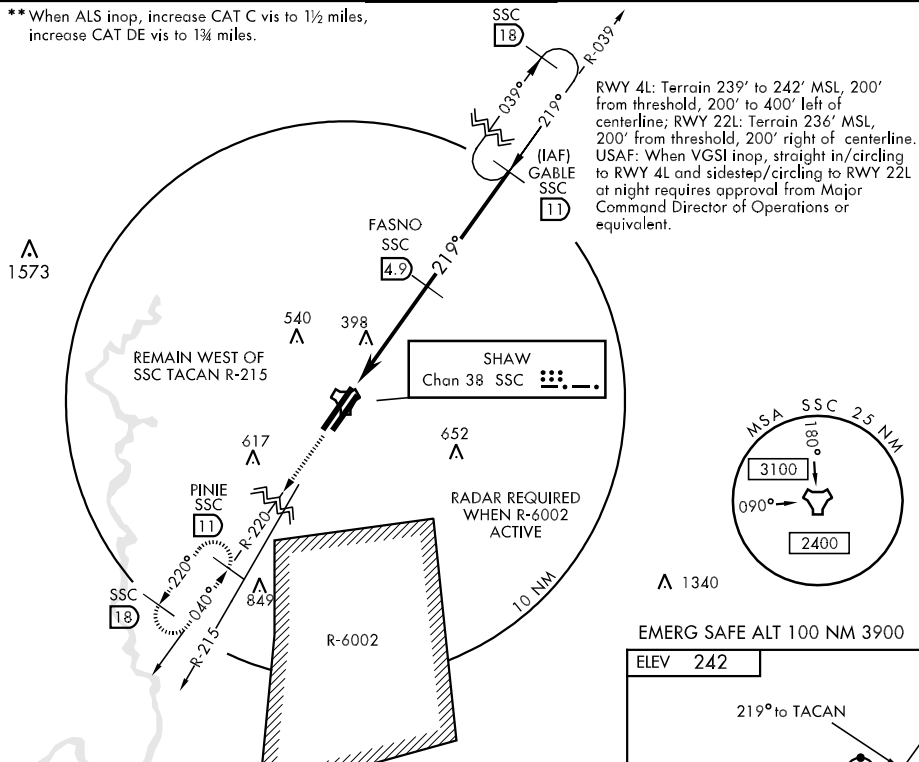
T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.



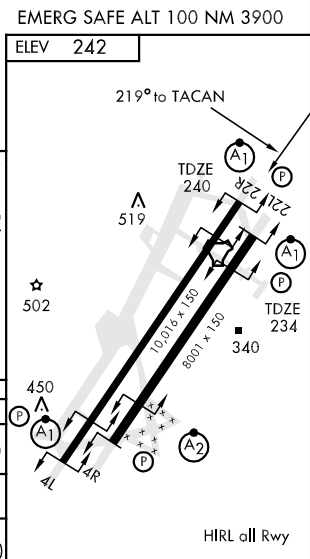
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

** When ALS inop, increase CAT C vis to 1½ miles, increase CAT DE vis to 1¾ miles.



	0.6	3.9 NM			
CATEGORY	A	B	C	D	E
S-22R *	760/24 520 (600-½)		760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP ** 22L	760/50 526 (600-1)			760/60 526 (600-1¼)	
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)



TIMMONSVILLE**HUGGINS MEML** (58J) 1 NE UTC-5(-4DT) N34°08.26' W79°55.24'

CHARLOTTE

143 B NOTAM FILE AND

RWY 14-32: 3090X150 (TURF)**RWY 14:** Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 14-32 and rotating bcn—CTAF.**COMMUNICATIONS:** CTAF 122.9**TRENTON****EDGEFIELD CO** (6J6) 1 SE UTC-5(-4DT) N33°44.21' W81°49.17'

CHARLOTTE

610 TPA-1410(800) NOTAM FILE AND

RWY 11-29: 2640X85 (TURF)**RWY 11:** Tree.**RWY 29:** Tree.**RWY 15-33:** 1584X56 (TURF)**RWY 15:****RWY 33:** Tree.**AIRPORT REMARKS:** Unattended. Radio controlled acft on and invof arpt. Deer on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**TWIN CITY** (See LORIS)**TWIN LAKES** (See GRANITEVILLE)**UNION CO, TROY SHELTON FLD** (35A) 1 SW UTC-5(-4DT) N34°41.22' W81°38.47'

CHARLOTTE

610 B S2 **FUEL** 100LL NOTAM FILE AND**RWY 05-23:** H3508X60 (ASPH) S-12.5 MIRL 1.0% up NE**RWY 05:** PAPI(P2L)—GA 4.0° TCH 40'. Tree.**RWY 23:** PAPI(P2L)—GA 4.0° TCH 38'. Tree.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Self-serve fuel

avbl 24 hrs. For svc after hrs call 864-426-3003. MIRL Rwy

05-23 preset on med ints dusk-0500Z†, after 0500Z†

ACTIVATE—CTAF. ACTIVATE PAPI Rwy 05 and Rwy 23—CTAF.

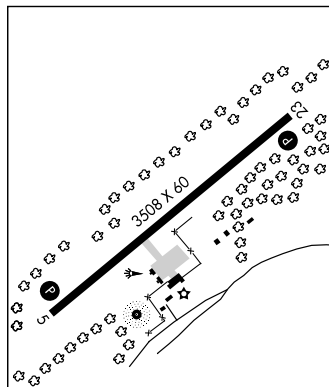
COMMUNICATIONS: CTAF/UNICOM 122.7**GREER APP/DEP CON** 119.4 (1100-0445Z†)**ATLANTA CENTER APP/DEP CON** 135.35 (0445-1100Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.**GREENWOOD (H) VORTAC** 115.5 GRD Chan 102 N34°15.09'

W82°09.25' 045° 36.4 NM to fld. 630/01W.

NDB (MHW) 326 UOT N34°41.04' W81°38.54' at fld.

L-24J, 25D

IAP

**VANCE** N33°28.49' W80°26.92' NOTAM FILE AND.

CHARLOTTE

(L) **VORTAC** 110.4 VAN Chan 41 067° 13.8 NM to Santee Cooper Rgnl. 140/06W.

H-9B, 12G, L-24I

VOR unusable:

209°-243° blo 2000'

244°-208° blo 18,000'

RCO 122.1R 110.4T (ANDERSON RADIO)**WALTERBORO** N32°55.55' W80°38.41' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 221 RBW at Lowcountry Rgnl.

L-24I

NDB RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

NDB UOT 326	APP CRS 061°	Rwy Idg TDZE Apt Elev	3508 605 605
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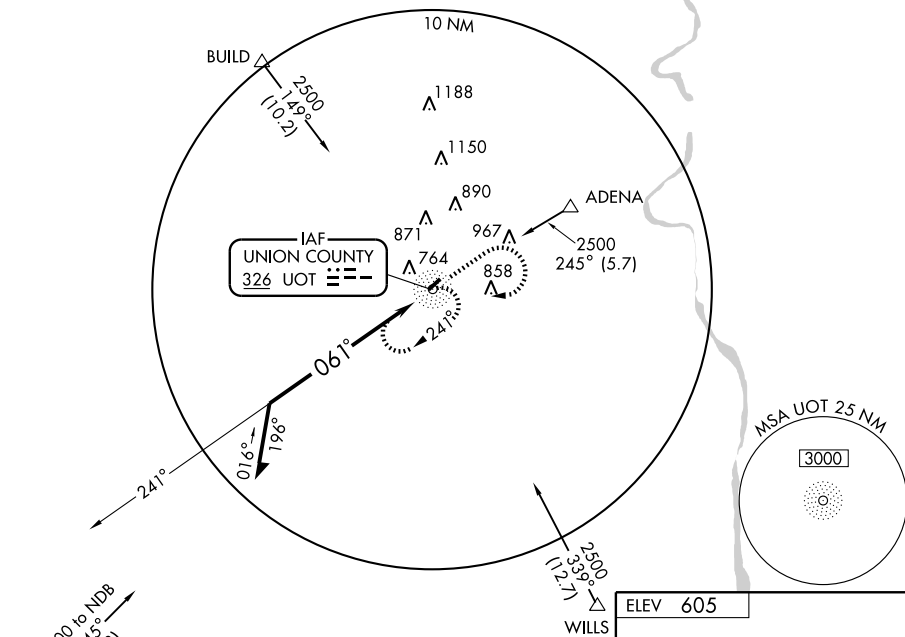


Use Greer altimeter setting.

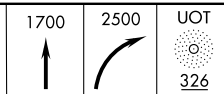
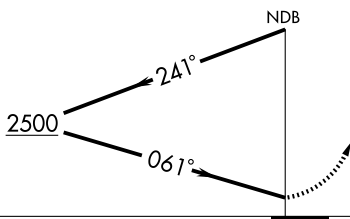
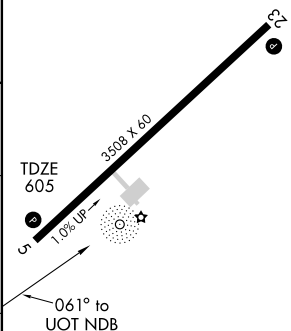
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★
119.4 350.2UNICOM
122.7 (CTAF)

Λ 1677



ELEV 605



CATEGORY	A	B	C	D
S-5	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	
CIRCLING	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

WALTERBORO**LOWCOUNTRY RGNL**

(RBW) 2 NE UTC-5(-4DT) N32°55.26' W80°38.44'

101 B S4 FUEL 100LL, JET A NOTAM FILE AND

CHARLOTTE

RWY 05-23: H6002X100 (ASPH-CONC) S-26, D-75, 2S-95 MIRL

H-9B, 12G, L-24I

RWY 05: PAPI(P2L)—GA 4.0° TCH 50'. Tree.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 17-35: H5705X100 (ASPH-CONC) S-17, D-40

RWY 17: Tree. RWY 35: Tree.

RWY 09-27: H5408X100 (ASPH-CONC) S-17, D-40

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Attended 1330-2300Z. 100LL self-svc fuel avbl 24 hrs. For after hrs svc call 843-549-2549. Parachute Jumping. Lgt'd water tank .98 miles from Rwy 09 thr on rwy centerline. Firing range between Rwy 17 and Rwy 09. Twys between Rwy 05, Rwy 09, Rwy 17 and Rwy 23 clsd due to washouts and potholes. MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23 and ODALS Rwy 23 opr continuously via photocell from dusk until 0300Z then opr by pilot controlled lighting until dawn.

WEATHER DATA SOURCES: AWOS-3 118.725 (843) 538-3575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CHARLESTON APP/DEP CON 120.7

GCO 121.725 (CHARLESTON CLNC)

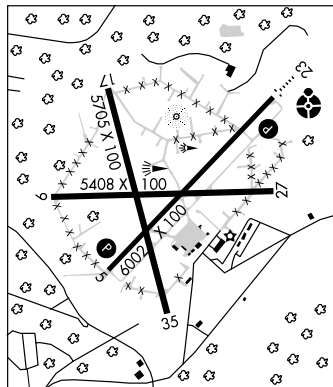
RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 278° 30.5 NM to fld. 39/05W.

HIWAS.

WALTERBORO NDB (MHW) 221 RBW N32°55.55' W80°38.41' at fld. NOTAM FILE AND.

ILS/DME 110.15 I-RBW Chan 38 Rwy 23. DME unusable byd 15 NM

**WILLIAMSBURG RGNL**

(See KINGSTREE)

WINNSBORO

N34°18.87' W81°06.76' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 414 FDW at Fairfield Co.

L-24J, 25D

WINNSBORO**FAIRFIELD CO**

(FDW) 3 SW UTC-5(-4DT) N34°18.93' W81°06.53'

CHARLOTTE

577 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D

RWY 04-22: H5003X100 (ASPH) S-42, D-60 MIRL 0.3% up SW

RWY 04: PAPI (P2L)—GA 3.0° TCH 26'. Tree. RWY 22: PAPI (P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z. For FBO call (803) 635-3086. Rwy 04-22 and twy pavements cracking byd sealing. MIRL Rwy 04-22 preset on low ints and PAPI Rwy 04 and 22 opr dusk-0400Z; to increase ints MIRL Rwy 04-22 ACTIVATE—CTAF. After 0400Z ACTIVATE MIRL Rwy 04-22 and PAPI Rwy 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (803) 712-2577.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ COLUMBIA APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 356° 27.6 NM to fld. 400/02W.

WINNSBORO NDB (MHW) 414 FDW N34°18.87' W81°06.76' at fld. NOTAM FILE AND.

WOODWARD FLD

(See CAMDEN)

LOC/DME I-RBW
110.150
 Chan **38 (Y)**

APP CRS
229°

Rwy Idg **6002**
 TDZE **101**
 Apt Elev **101**

ILS or LOC/DME RWY 23

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

When VGSI Inop, Circling Rwy 5 NA at night. ADF REQUIRED. When local altimeter setting not received, use Charleston altimeter setting and increase DA to 379 and all MDA 80 feet; increase S-ILS 23 all Cats visibility, S-LOC 23 Cat C visibility, and Circling Cat C visibility $\frac{1}{4}$ mile; increase S-LOC 23 Cat C visibility $\frac{1}{2}$ mile. Inoperative table does not apply to S-LOC 23 Cat C when using Charleston altimeter setting. VDP NA when using Charleston altimeter setting.

ODALS



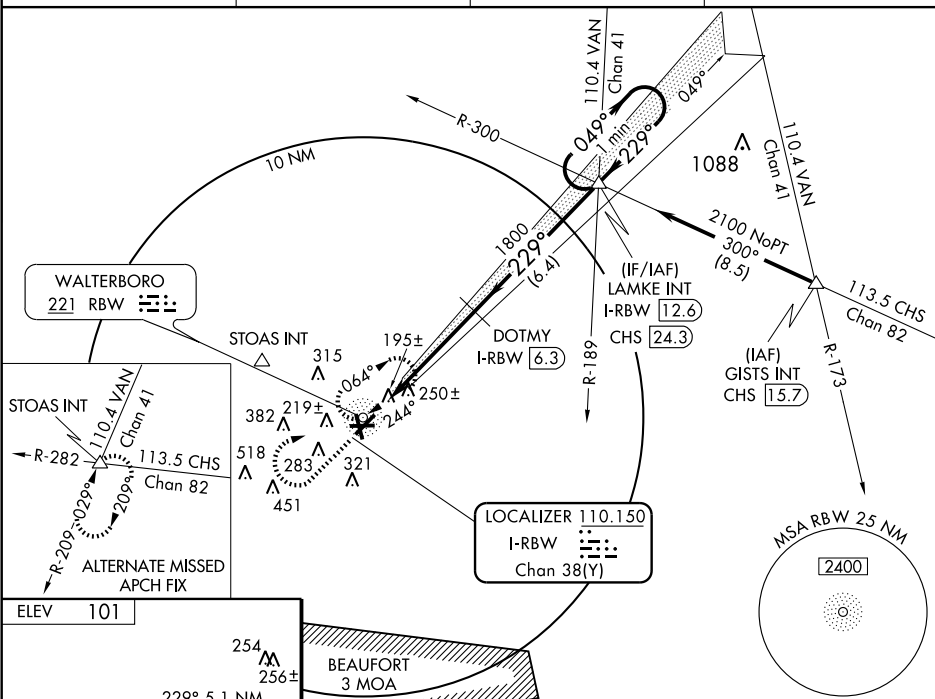
MISSED APPROACH:
 Climb to 1100 then
 climbing right turn to
 2100 direct RBW
 NDB and hold.

AWOS-3
118.725 221

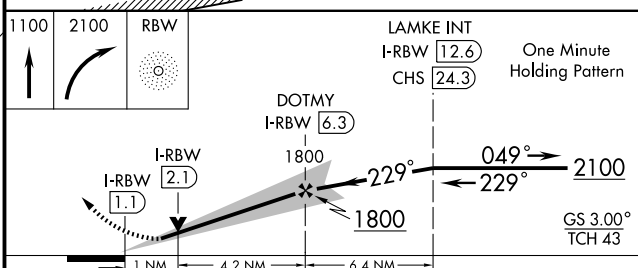
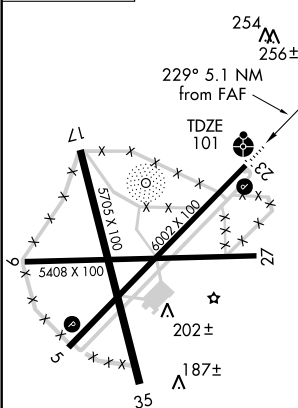
CHARLESTON APP CON
120.7 306.925

GCO
121.725

UNICOM
122.8 (CTAF)



ELEV 101



CATEGORY	A	B	C	D
S-ILS 23	301- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 23	460- $\frac{3}{4}$ 359 (400- $\frac{3}{4}$)			460-1 $\frac{1}{4}$ 359 (400-1 $\frac{1}{4}$)
CIRCLING	620-1	519 (600-1)	640-1 $\frac{1}{2}$ 539 (600-1 $\frac{1}{2}$)	680-2 579 (600-2)

NDB RBW 221	APP CRS 244°	Rwy Idg TDZE Apt Elev	6002 101 101
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NDB RWY 23

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

▼ When VGSI Inop, Circling Rwy 5 NA at night. Inoperative table does not apply to S-23 Cat C. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase S-23 Cats C and D and Circling Cat C visibility $\frac{1}{4}$ mile.



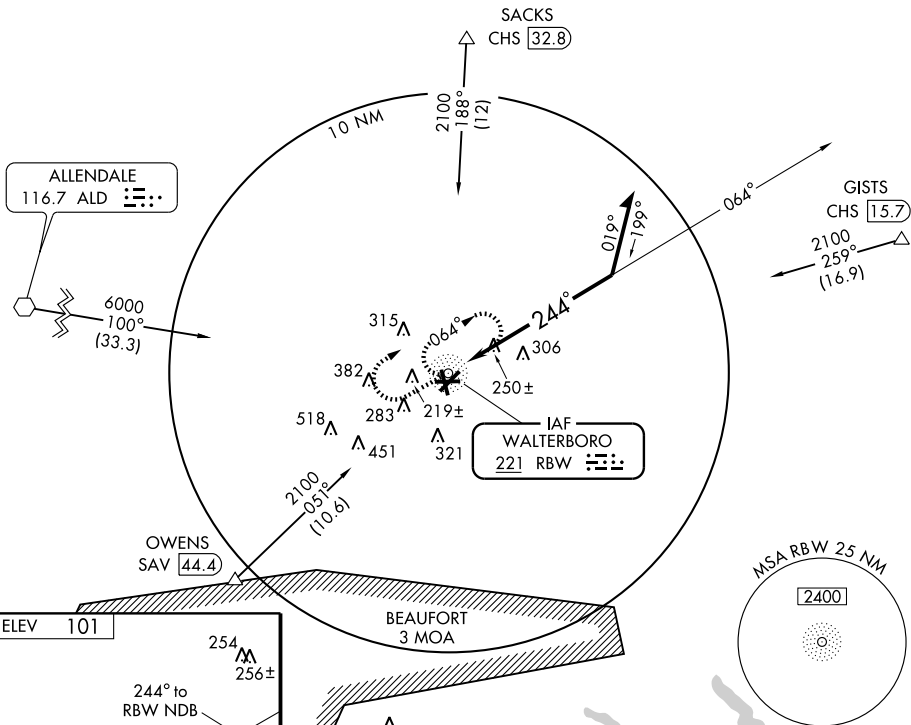
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct RBW NDB and hold.

AWOS-3
118.725 221

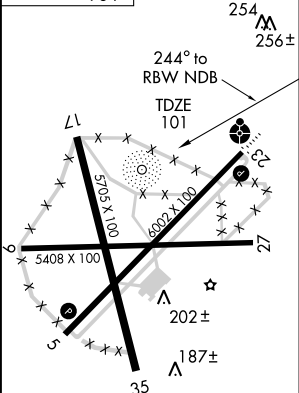
CHARLESTON APP CON
120.7 306.925

GCO
121.725

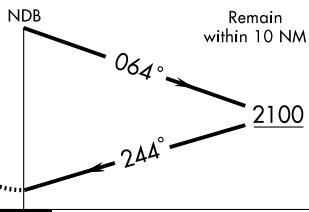
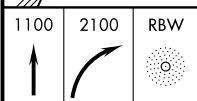
UNICOM
122.8 (CTAF) 0



ELEV 101



REIL Rwy 23
MIRL Rwy 5-23 0



CATEGORY	A	B	C	D
S-23	660- $\frac{3}{4}$	559 (600- $\frac{3}{4}$)	660-1 $\frac{1}{2}$ 559 (600-1 $\frac{1}{2}$)	660-1 $\frac{3}{4}$ 559 (600-1 $\frac{3}{4}$)
CIRCLING	660-1	559 (600-1)	660-1 $\frac{1}{2}$ 559 (600-1 $\frac{1}{2}$)	680-2 579 (600-2)

APP CRS	Rwy Idg	6002
049°	TDZE	97
	Apt Elev	101

RNAV (GPS) RWY 5

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

▼ When VGSI inop, straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

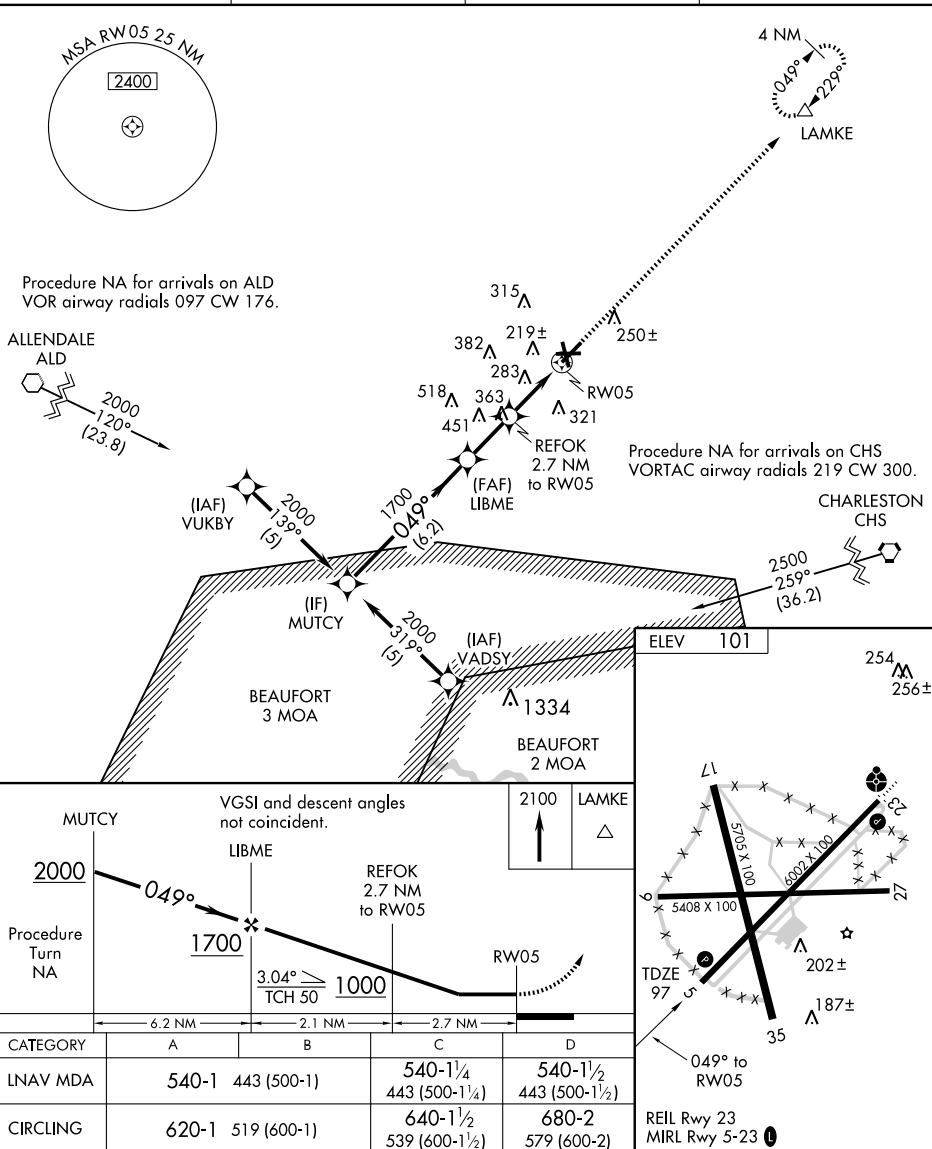
MISSED APPROACH:
 Climb to 2100 direct LAMKE and hold.

AWOS-3
118.725 221

CHARLESTON APP CON
120.7 306.925

GCO
121.725

UNICOM
122.8 (CTAF) 0



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

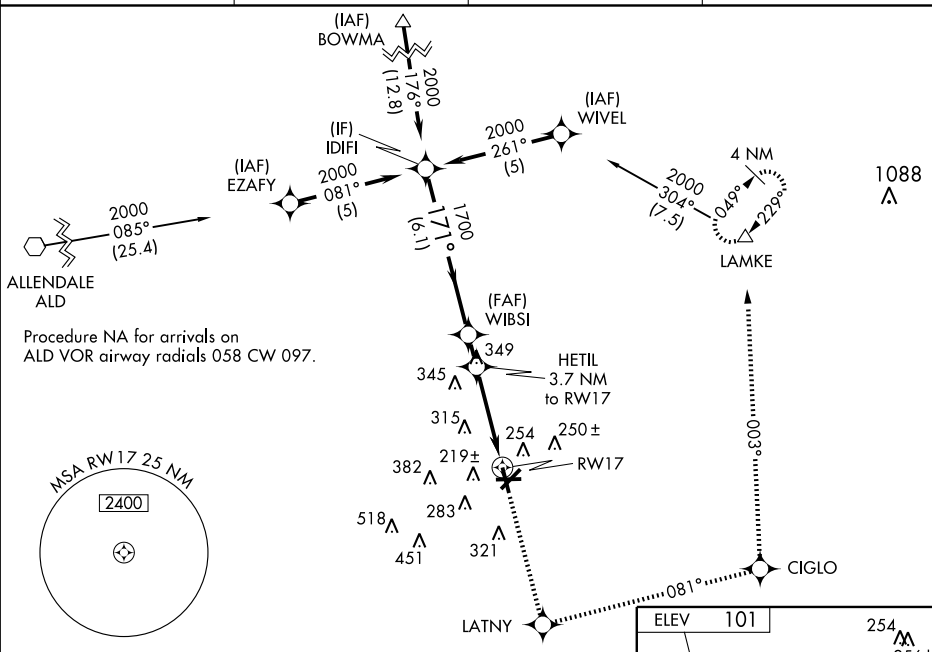
WAAS CH 93616 W17A	APP CRS 171°	Rwy Idg TDZE Apt Elev	5705 92 101
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RNAV (GPS) RWY 17

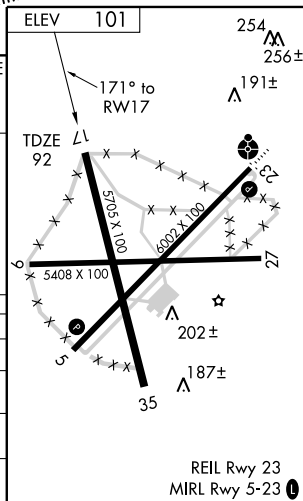
WALTERBORO/ LOWCOUNTRY RGNL (RBW)

<p>Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 420, LNAV/VNAV DA to 764, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats. visibility 1 mile, and LNAV Cats C and D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Charleston altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2100 direct LATNY and via track 081° to CIGLO and track 003° to LAMKE and hold.</p>
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AWOS-3 118.725 221	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 0
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	IDIFI	WIBSI	HETIL	CIGLO	LAMKE
	2000	1700	345	315	254
	Procedure Turn NA	GS 3.00° TCH 40	3.7 NM to RWY 17	3.7 NM to RWY 17	250±
	171°	1700	*1300	*1.4 NM to RWY 17	RWY 17
	6.1 NM	1.2 NM	2.3 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA		342-1	250 (300-1)		
LNAV/VNAV DA		508-1½	416 (500-1½)		
LNAV MDA	580-1	488 (500-1)	580-1¼ 488 (500-1¼)	580-1½ 488 (500-1½)	
CIRCLING	620-1	519 (600-1)	640-1½ 539 (600-1½)	680-2 579 (600-2)	




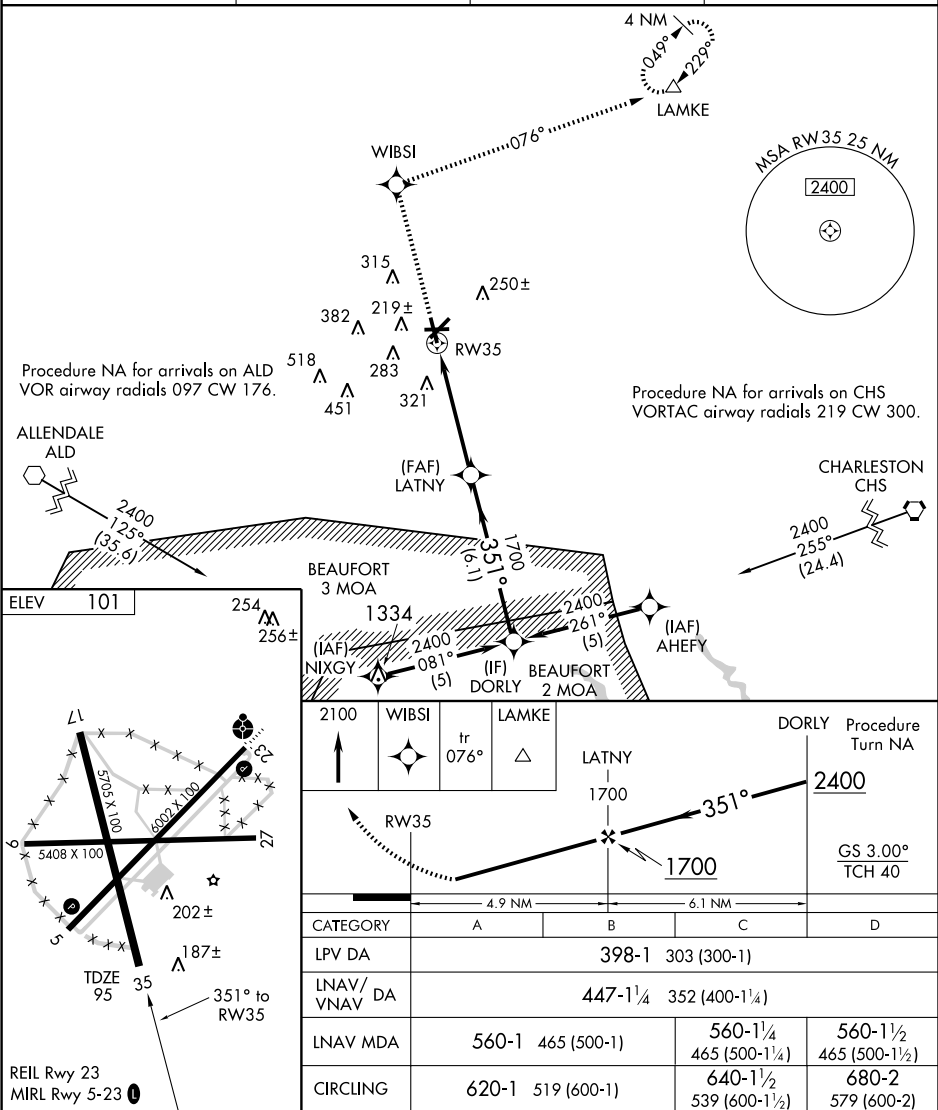
WAAS CH 48916 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5705 95 101
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RNAV (GPS) RWY 35

WALTERBORO/ LOWCOUNTRY RGNL (R.B.W)

<p>Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. Baro-VNAV NA when using Charleston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 476, LNAV/VNAV DA to 525, and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility, and Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2100 direct WIBSI and via track 076° to LAMKE and hold.</p>
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AWOS-3 118.725 221	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 
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SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WALTERBORO**LOWCOUNTRY RGNL**

(RBW) 2 NE UTC-5(-4DT) N32°55.26' W80°38.44'

101 B S4 FUEL 100LL, JET A NOTAM FILE AND

CHARLOTTE

RWY 05-23: H6002X100 (ASPH-CONC) S-26, D-75, 2S-95 MIRL

H-9B, 12G, L-24I

RWY 05: PAPI(P2L)—GA 4.0° TCH 50'. Tree.

RWY 23: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 17-35: H5705X100 (ASPH-CONC) S-17, D-40

RWY 17: Tree. RWY 35: Tree.

RWY 09-27: H5408X100 (ASPH-CONC) S-17, D-40

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Attended 1330-2300Z. 100LL self-svc fuel avbl 24 hrs. For after hrs svc call 843-549-2549. Parachute Jumping. Lgt'd water tank .98 miles from Rwy 09 thr on rwy centerline. Firing range between Rwy 17 and Rwy 09. Twys between Rwy 05, Rwy 09, Rwy 17 and Rwy 23 clsd due to washouts and potholes. MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23 and ODALS Rwy 23 opr continuously via photocell from dusk until 0300Z then opr by pilot controlled lighting until dawn.

WEATHER DATA SOURCES: AWOS-3 118.725 (843) 538-3575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CHARLESTON APP/DEP CON 120.7

GCO 121.725 (CHARLESTON CLNC)

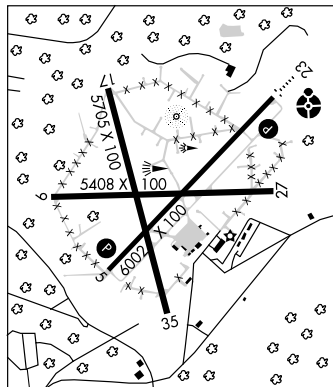
RADIO AIDS TO NAVIGATION: NOTAM FILE CHS.

CHARLESTON (H) VORTAC 113.5 CHS Chan 82 N32°53.66' W80°02.27' 278° 30.5 NM to fld. 39/05W.

HIWAS.

WALTERBORO NDB (MHW) 221 RBW N32°55.55' W80°38.41' at fld. NOTAM FILE AND.

ILS/DME 110.15 I-RBW Chan 38 Rwy 23. DME unusable byd 15 NM

**WILLIAMSBURG RGNL**

(See KINGSTREE)

WINNSBORO

N34°18.87' W81°06.76' NOTAM FILE AND.

CHARLOTTE

NDB (MHW) 414 FDW at Fairfield Co.

L-24J, 25D

WINNSBORO**FAIRFIELD CO**

(FDW) 3 SW UTC-5(-4DT) N34°18.93' W81°06.53'

CHARLOTTE

577 B S4 FUEL 100LL, JET A NOTAM FILE AND

H-9B, 12G, L-24J, 25D

RWY 04-22: H5003X100 (ASPH) S-42, D-60 MIRL 0.3% up SW

RWY 04: PAPI (P2L)—GA 3.0° TCH 26'. Tree. RWY 22: PAPI (P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z. For FBO call (803) 635-3086. Rwy 04-22 and twy pavements cracking byd sealing. MIRL Rwy 04-22 preset on low ints and PAPI Rwy 04 and 22 opr dusk-0400Z; to increase ints MIRL Rwy 04-22 ACTIVATE—CTAF. After 0400Z ACTIVATE MIRL Rwy 04-22 and PAPI Rwy 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (803) 712-2577.**COMMUNICATIONS:** CTAF/UNICOM 123.05

⑧ COLUMBIA APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CAE.

COLUMBIA (H) VORTAC 114.7 CAE Chan 94 N33°51.44' W81°03.24' 356° 27.6 NM to fld. 400/02W.

WINNSBORO NDB (MHW) 414 FDW N34°18.87' W81°06.76' at fld. NOTAM FILE AND.

WOODWARD FLD

(See CAMDEN)

APP CRS	Rwy Idg	5003
043°	TDZE	577
	Apt Elev	577

GPS RWY 4

WINNSBORO/ FAIRFIELD COUNTY (FDW)

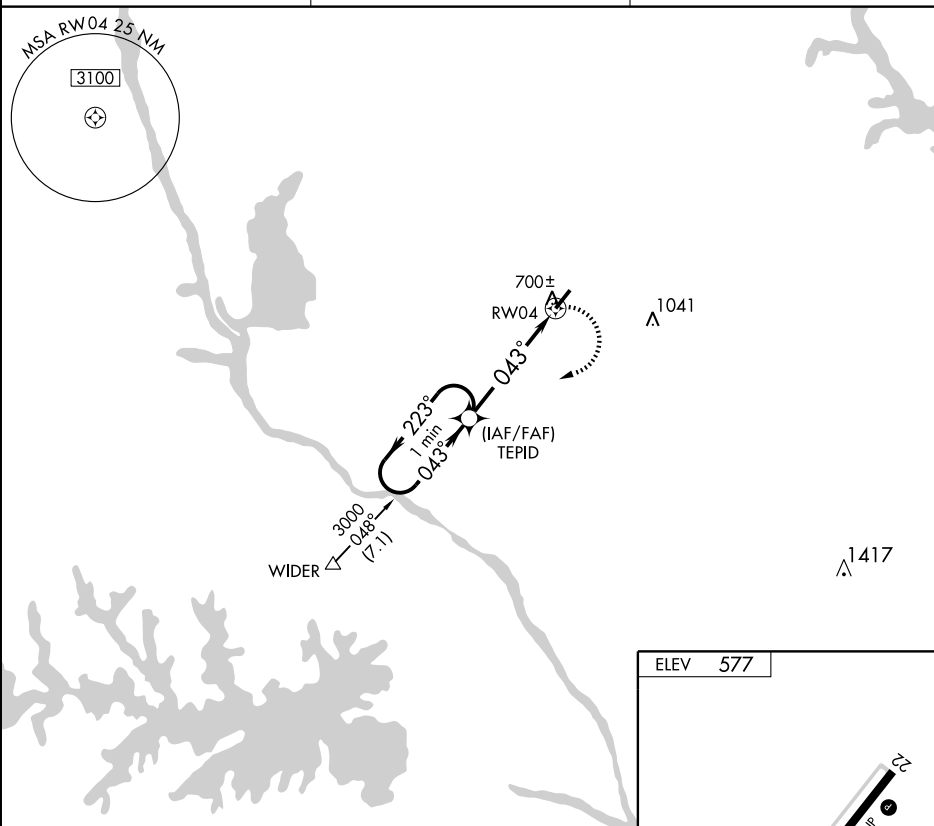
NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct TEPID WP and hold.

AWOS-3
119.075

COLUMBIA APP CON
133.4 285.6

UNICOM
123.05 (CTAF)



One Minute
Holding Pattern

TEPID

2100

TEPID

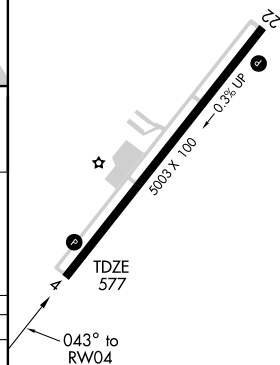
2100 ← 223°
043° →

RW04

5 NM

CATEGORY	A	B	C	D
S-4	1060-1 483 (500-1)		1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1 523 (600-1)		1100-1½ 523 (600-1½)	1160-2 583 (600-2)

ELEV 577



MIRL Rwy 4-22

WINNSBORO, SOUTH CAROLINA

Orig 08325

WINNSBORO/ FAIRFIELD COUNTY (FDW)

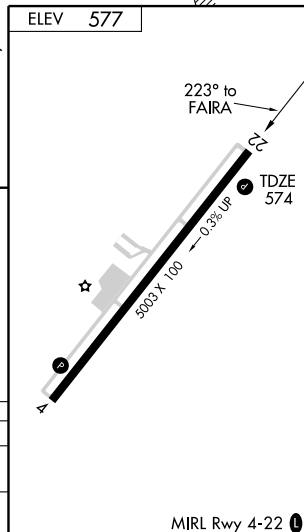
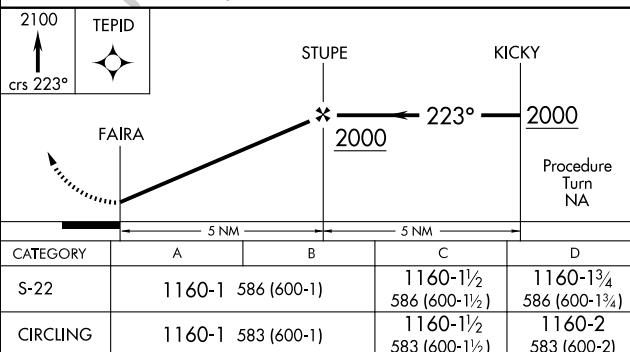
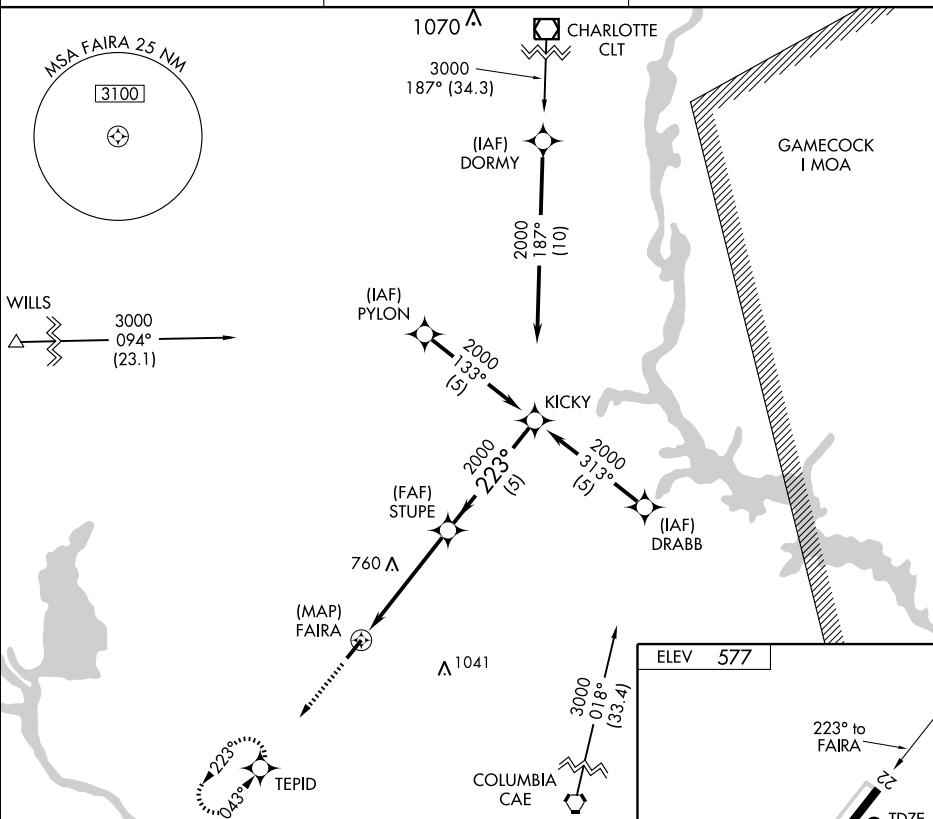
34° 19'N-81° 07'W

GPS RWY 4

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

MISSED APPROACH: Climb to 2100 via 223° course to TEPID WP and hold.

UNICOM
123.05 (CTAF) **L**

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2. 21 OCT 2010 to 18 NOV 2010

NDB FDW	APP CRS	Rwy Idg	5003
414	033°	TDZE	577
		Apr Elev	577

NDB RWY 4

WINNSBORO/ FAIRFIELD COUNTY (FDW)

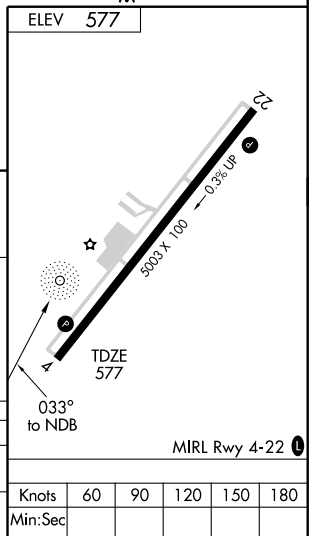
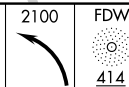
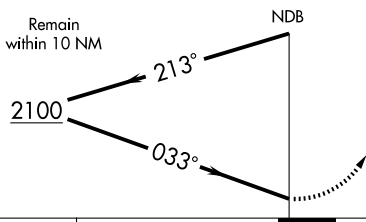
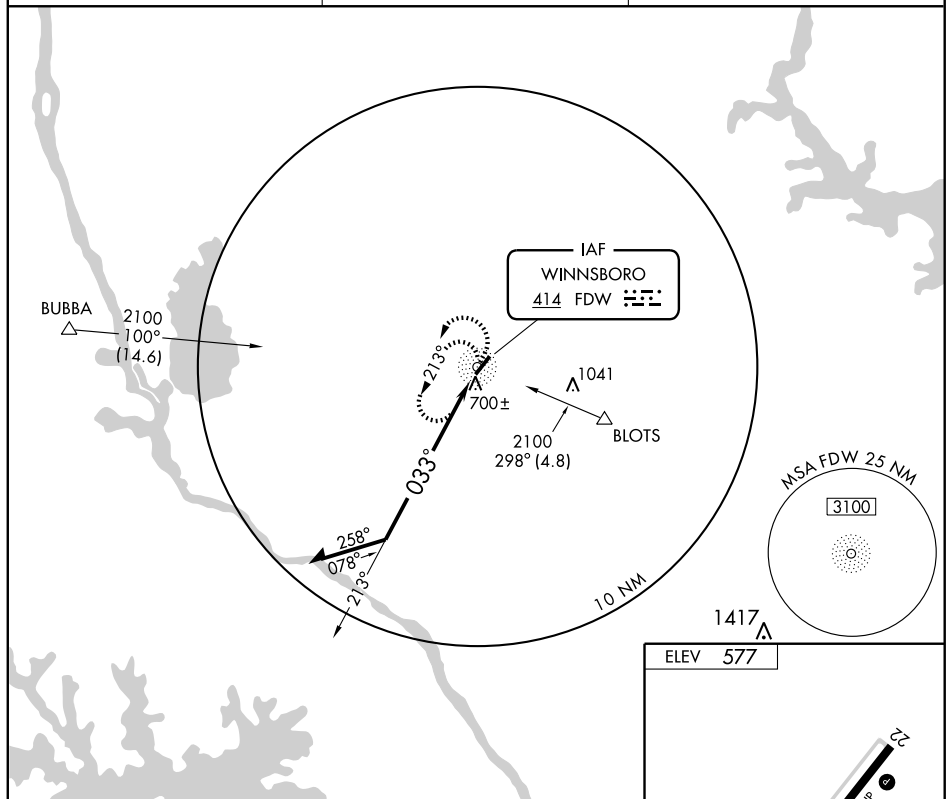
NA Use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3
119.075

COLUMBIA APP CON
133.4 285.6

UNICOM
123.05 (CTAF) **0**



CATEGORY	A	B	C	D
S-4	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-1¾ 583 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

Knots	60	90	120	150	180
Min:Sec					